

FLIGHT

&
The AIRCRAFT
ENGINEER.

First Aero Weekly in the World.

Founder and Editor: STANLEY SPOONER.

A Journal devoted to the Interests, Practice, and Progress of Aerial Locomotion and Transport.
OFFICIAL ORGAN OF THE ROYAL AERO CLUB OF THE UNITED KINGDOM.

No. 465. (No. 47, Vol. IX.)

NOVEMBER 22, 1917.

Weekly, Price 3d.
Post Free, 4d.

Flight

and The Aircraft Engineer.

Editorial Office: 36, GREAT QUEEN STREET, KINGSWAY, W.C. 2.

Telegrams: Truditur, Westcent, London. Telephone: Gerrard 1828.

Annual Subscription Rates, Post Free.

United Kingdom ... 15s. 2d. Abroad... ... 20s. 6d.

CONTENTS.

Editorial Comment:		PAGE
The Air Ministry Sensation	1215
Lord Northcliffe's Letter	1216
The Air Force Bill	1218

The Last to Adopt Single Service	1218
"Comrades of the Great War"	1219
The "Flying-Boat" Case	1219
Honours	1220
The Low Altitude Parachute Record	1221
The Royal Aero Club. Official Notices	1223
The Roll of Honour	1223
International Aircraft Standards	1224
Airisms from the Four Winds	1227
Personals	1229
The Air Force Bill in Parliament	1232
Aviation in Parliament	1237
The British Air Services	1238
Legal Intelligence	1240

NOTICE OF REMOVAL.

The Offices—Editorial and Advertisement of "FLIGHT and The Aircraft Engineer"—on November 10th have been removed to more convenient premises at

36, GREAT QUEEN STREET, KINGSWAY, W.C. 2.

The telephone number remains Gerrard 1828, and the telegraphic address is Truditur, Westcent, London.

All communications should therefore now be addressed to

36, Great Queen Street,
Kingsway,
London, W.C. 2.

EDITORIAL COMMENT.

"Newspapers are an essential part of our war organisation."—
(Sir Auckland Geddes, Minister of National Service.)



JUST as the public had believed that if all has not been well with the organisation of our Air Services in the past, all and every means were in a fair way to be adopted to secure the maximum of efficiency, a veritable bomb-shell has been dropped upon us. When Lord Northcliffe's letter declining in no measured terms to accept office as Air Minister was published, we thought the plain speaking which has been long due on the conduct of the war had come at last. Apart from any considerations of the publication of such a letter to the Premier being opportune or not, we were willing to waive all such minor matters as the feelings of those in authority for the sake of having it brought home to the nation that there are still many directions in which the house requires to be set in order. But

when Lord Northcliffe's communication was followed on the very next day by one from Lord Cowdray, resigning the Ministry and pointing out the obvious indecency of his being left to learn of the impending change from a newspaper letter from a third party, we confess that we stood aghast that such things can be in this, the fourth winter of the war. With the matter of Lord Cowdray's administration of the Air Board we are not concerned at the moment. So far as it is known he has done excellent work. At least it is certain that under his presidency the services have been very greatly expanded, and our output of aircraft enormously increased. It may be that his administration has been wanting in some respects—quite possibly it has, since the perfect administrator has yet to be born. But, as we have said, we are not concerned with the Prime Minister's reasons for making a change. The country has put Mr. Lloyd George at the head of the Government because it believes that he is the best man for the job, and if it seems good to him to replace one Minister with another, then the country is behind him and will approve his choice. There are, however, two ways of carrying out a proposed change—that of the gentleman, and the other. The manner of effecting the jettison of Lord Cowdray certainly does not fall under the former heading, and is frankly an insult to a well-trying public servant. If it stopped there, the matter would not be so serious because then it would simply resolve itself into a question of taste and method, but unfortunately it goes far beyond that. It is entirely destructive of public confidence in the administration, for one thing—and that the most serious. It shows us the spectacle of a Prime Minister with so little faith in his subordinates that he must needs get rid of them surreptitiously, as an employer who fears that if he dispenses with a workman by the ordinary method of notice, the latter

will commit an act of *sabotage* before he leaves the premises, and, therefore, his successor must be there to show him out before he knows he is to be discharged. Even in normal times such a method would be most undesirable, but under the existing circumstances it is little short of disastrous. This is pre-eminently a time when we require all our confidence in ourselves, all our confidence in our leaders. If the Prime Minister believes that one of his instruments has failed him, or has given way under the strain of administration, then for Heaven's sake let that instrument be scrapped as ruthlessly as we should scrap an inanimate tool that is worn out or faulty. But equally let it be done decently, properly, and with reason given.

Lord Northcliffe's Letter.

As we have pointed out, there is no need for us to concern ourselves with what would be, under other circumstances, the minor issues of the unfortunate episode of the letters. On the main point of what may easily become an acute controversy we have expressed ourselves as we feel. Apart altogether from specifically controversial matters, there is the text of Lord Northcliffe's letter to be considered. In the first place, we sincerely regret that, the Prime Minister having decided to make a change at the Air Ministry, Lord Northcliffe, for reasons which we fully admit are sufficient from his own point of view, found himself unable to accept the office. He has already done an enormous amount of good to aviation. From the very earliest days of the movement he has taken a keen personal interest in it, and his wise prevision, evidenced by his public acts, probably did more for its advancement during the early struggles of the infant industry than many are able to appreciate even now. He is a forceful personality, with a genius for getting things done—which is precisely what we require at the Ministry. From every point of view, therefore, it is to be deplored that Lord Northcliffe cannot see his way to take up the mantle of Lord Cowdray. However, there seems little prospect of that coming to pass, though we are entitled to express the hope that, having said exactly what is in his mind regarding the conduct of the war generally, Lord Northcliffe may now see his way to a reconsideration of his position and to acceptance of the Air Ministry.

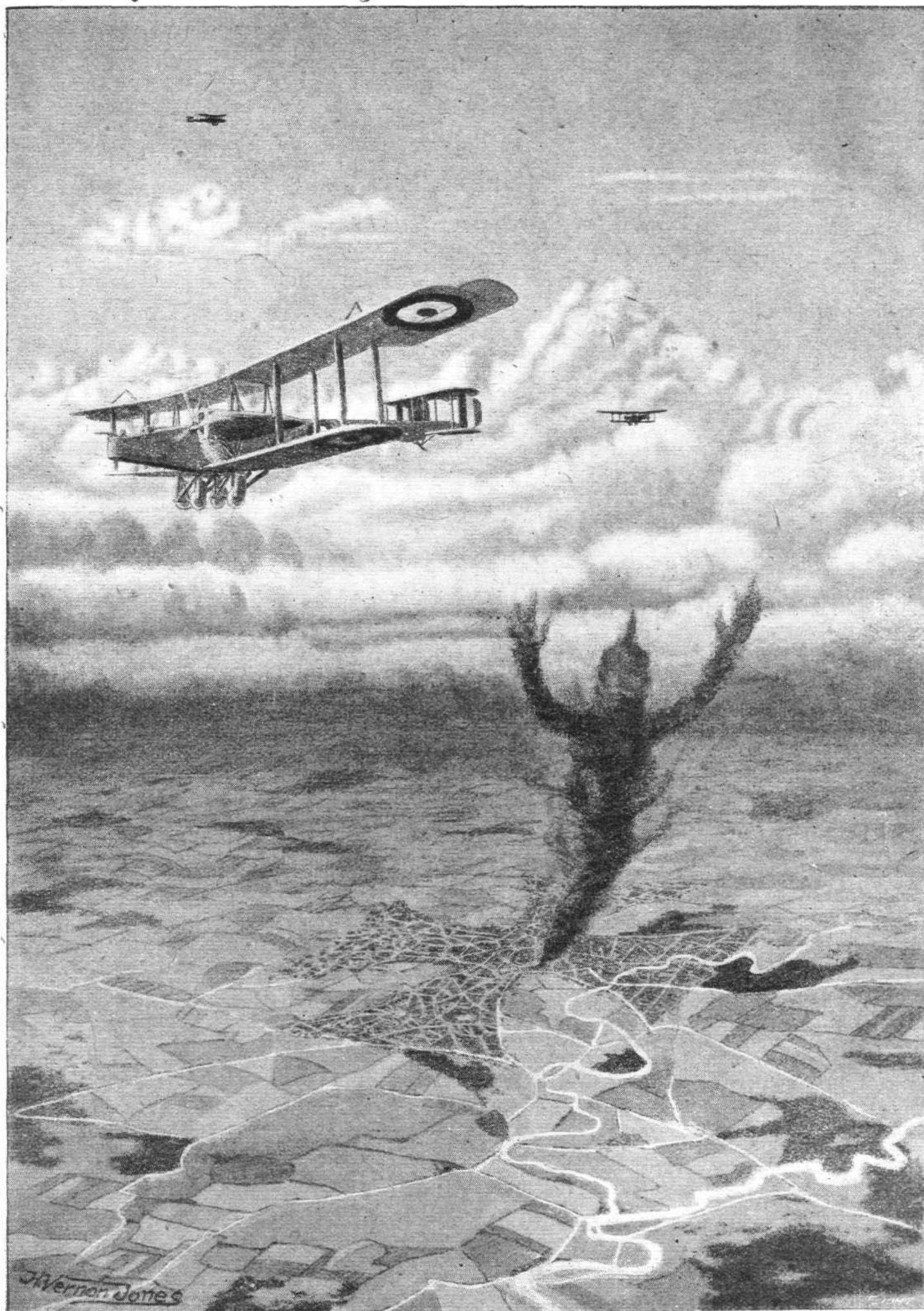
Lord Northcliffe's letter to the press, the complete text of which we publish elsewhere in this issue of "FLIGHT," is one of the most remarkably plain-speaking documents, coming from a man in his position, we have seen since the war began. The pity is that, irrespective whether he was right or not in playing into the "crisis" monger's hands, much of the indictment is true. He says: "While they (the United States and Canada) are proceeding with their war preparations with a fervour and enthusiasm little understood this side of the Atlantic; while the United States has instantly put into operation conscription, over which we wobbled for two years, and is making short work with sedition mongers; while Canada has already given such proofs of thoroughness as the disfranchisement of conscientious objectors and the denaturalisation of all enemy aliens who have been naturalised in the last fifteen years; while we for our part are asking immense sacrifices from these peoples; there are still in office here those who dally with such urgent questions as that of the unity of war control, the

eradication of sedition, the mobilisation of the whole man and woman power of the country and the introduction of compulsory food rations."

Plain speaking, indeed, in a letter to the Premier declining office. We agree in principle with much of what Lord Northcliffe sets forth. We are all for the disfranchisement of the "Conchies"; the denaturalisation of *all* alien enemies whenever naturalised and the instant internment of the whole lot. Unity of war control and the eradication of sedition there can be no two opinions about. What Lord Northcliffe defines as the mobilisation of the whole man and woman power of the country, however, looks very well in a newspaper article, but we should like to have something more close in the way of definition before we should care to give the thesis our whole support. In general principle, yes. But there is more in it than simple assertion of its necessity. If the war were confined to two compartments represented by the actual fighting on the one hand, and the simple supply of fighting material on the other, the doctrine of complete mobilisation would be easy to agree upon, but, as everyone knows, that is not the case, and there are many factors operating to prevent such a complete mobilisation as simple formula indicates. Again, there is the matter of compulsory food rations, with which Lord Northcliffe accuses the Government of dallying. So far as it is possible to discern, there are very distinctly two sides to the question, and it is by no means a proved proposition that a compulsory scheme of rationing would produce any better results than are achieved by the present voluntary scheme. Let it be understood that we are not arguing for or against compulsion—we simply say that there are two schools of opinion, and it must be said that those against have given reasons, whereas the compulsory rationers have simply been content to assert that unless their scheme is adopted we shall all be starving before many weeks are past.

However, these are but side issues to the main contention, which, boiled down to the bare bones, is that we have a Government which talks and talks, and is afraid to govern. It attempts to do by appeal what it ought to do legislatively and by Order. For example, we had the speech of the Minister of National Service, Sir Auckland Geddes, at the Aldwych Club, the other day. As a speech it was admirable, and he made more than one dramatic point. But we do not want drama—we want action. One of his points was that it was immoral for women to spend money, in the purchase of fur coats, the manufacture of which absorbs useful energy. Now, we do not imagine that the thinking business person is likely to accept the *ipse dixit* of even so high an authority on transport as Sir Auckland Geddes that such a transaction is wholly bad. On the contrary, it is demonstrably good until it is proved to be the contrary. Money is needed as much as munitions for carrying on the war, and every time money changes hands the State collects its moiety, so that each transaction carries its own quota of good. Agreed that this is only superficially true, we still are faced with the proposition that on the one hand we have reasonable proof and on the other simple assertion. This brings us to the ultimate argument, that if such transactions are in fact immoral, as being against the best interests of the State, what is the Government for if it is not to ruthlessly put a stop to them? All transactions fall into one of two classes, under existing circumstances. They are good, and should

Kamerad !



What might have been, and even yet may be.

be encouraged; or they are frankly bad, in which case they should be stopped—not by ineffective appeal, but by stern action. It is only an example, but it fully illustrates, we can conceive, what Lord Northcliffe had in his mind when he wrote the letter under discussion.

As to the letter as a whole, there has been little comment that matters so far as the British Press is concerned. In America, however, there has been a great deal, and on balance it has been adverse to Lord Northcliffe. American opinion seems to see in it the opening of a campaign against the Prime Minister. Moreover, the Americans appear to regard the letter as an attempt to pat them on the head, so to say, and accordingly resent it. The matter is, however, too fresh for opinion to have finally crystallised into considered judgment on either side of the Atlantic, so we must leave it at that in the meantime.

**The
Air Force
Bill.**

The Air Force Bill passed its third reading in the Commons last week. With the exception of certain details, quite unimportant ones at that, it has gone through its successive stages with very little opposition and with surprisingly little alteration to its text, and there is no reason to think that its passage through the Lords will be any more stormy. The debates in the Commons have certainly cleared the air in several directions, notably that of the relations between the Admiralty and the Army Council on the one hand, and the Government on the other. There have been whispers that all was not well between the Services and the Cabinet with regard to the absorption of the Air Services into the new force. Mr. Bonar Law, however, was able to set all doubts under this head at rest. The basis of the Bill, he explained, was the determination of the Government to have an Air Service coupled with the goodwill of the Admiralty and the War Office. The Government had determined that the whole of the Air Service should be transferred to the new department. Both the Navy and the Army had loyally accepted that decision, and they had incurred an obligation to transfer the whole of the Air Service to the new body as soon as it was set up. As he said, such a Bill would be impossible in the midst of a great war if there were not good will on the part of the two services. Dealing with the question of the transfer, Mr. Bonar Law expressed the view that no one would desire to make transfer compulsory for pilots. There was no need, in fact, because experience had shown that instead of men wanting to remain out of the Air Service, it was all the other way. The inclination was to come in, and there was no fear for the Air Service because an option was given, with which views, we take it, most who have followed the development of the Air Services will agree.

**The Last
to Adopt a
Single
Service.**

We are unfeignedly thankful that the Bill has progressed as it has, and that by the time these lines appear in print it will in all probability have become law. We shall then be well on the road to the consummation of the ideal of "One Air Service; One Uniform; One Badge," for which this journal has so consistently fought and argued. As it is, we are the last of the belligerent Great Powers of Europe to thus set the aerial house in order. The predominant partner in the enemy group has achieved it long ago, as time counts in the issues of the war.

France has had a single head of her air service for almost as long. Italy has followed suit, and has appointed a High Commissioner of Aviation, attached to the Ministry of Munitions, who is to be responsible for all matters connected with material and supply, and the manufacture of aircraft. This, we are aware, is a long step short of the creation of a really separate air service, and we simply quote it as an example of how the aerial arm is receiving increasingly close attention from the Governments of the countries at war.

In the creation of their new Air Service—for we must regard it as new—the Germans have shown characteristic thoroughness. Reuter's correspondent with the French armies recently gave a most interesting survey of the reasons which led up to the re-organisation and of the steps which have been taken to put the German Air Service on a real fighting basis. He says:—

"When the Battle of the Somme had spent itself in the mud and mist a year ago, the Germans, realising how narrowly they had escaped decisive defeat, held a careful enquiry into the causes of their unexpected weakness. The explanation that came from the staffs of the armies on the Somme was that the main reason for the superiority of the Allies was the hopeless inferiority of the German air service. The British and French guns were guided; the German guns were not. The rest followed logically. From the moment when this fact was recognised dates the great German effort to recover the ascendancy in the air. In November last the whole air power of the German army was united under the command of a single chief, General von Hoepfner, a cavalryman, young for his rank, who had served through the Somme battle as Chief of Staff of General von Below's army.

"General von Hoepfner left the Somme fully convinced that the Allies owed their success to their superiority in the air, and he set to work instantly to redress the balance. He has full powers, and the full support of his military chiefs and of the Kaiser. The construction, as well as the strategical and tactical employment of the German air squadrons, are under his absolute control. Under the Kaiser he is Dictator of the Air, and as he has the needful force of will, as well as the authority, to carry through sweeping changes, we need not wonder if a new life seems to have been infused into the German air service since the Battle of the Somme."

After reviewing the steps taken to secure an adequate *personnel*, the correspondent proceeds:—

"Efforts have been made to improve and multiply the flight material of the army. A fighting machine was wanted that could meet the French Nieuports and Spad planes on equal terms. All the aeroplane factories were set to work at high pressure to produce it. Wherever a factory could be found with suitable plant not already making aeroplanes or aeroplane parts, General von Hoepfner pressed it into his service. To increase the output of the factories types both of aeroplanes and engines were as far as possible standardised, and production was concentrated on the four types selected—the Albatros fighting plane, the Albatros observation two-seater, and the Deutsche Flugwerke and General Electrical Company (A.E.G.) models. Similarly, attention was centred on the production of Benz and Mercedes motors, at first of 160 h.p., and later of 200 and 260 h.p., to the neglect of other makes, with the result that these motors can now be turned out at a much greater rate than before.

"But having ensured an adequate supply of these planes and engines, the best then procurable, General von Hoepfner has shown perfect readiness to accept improvements in air material whenever they appear. He is the chief promoter of the Gotha machine, for which he has placed large orders with the Erfurt factory that builds them. Lately he has been supplying the battle squadrons with a large number of planes carrying two machine guns, and the observation planes have been improved in speed and armament to an extent which makes them formidable antagonists."

We know from many sources, official and unofficial, that General von Hoepfner's energy, assisted immeasurably by the dictatorial powers with which he has been invested, have indeed improved the German Air Service out of all knowledge. There is

no need to labour the point—the lesson is sufficiently obvious, and has at last been taken to heart. We are now doing what ought to have been done two years or more ago—but better late than never.

• • •

At the Mansion House last week was inaugurated a society, under the name "Comrades of the Great War," which heads this article, to which we wish all success and a long survival. According to the sponsors of the movement, the idea of the "Comrades of the Great War" had its genesis in the following incident:—

One night on the Western front an attack was about to take place; the nerves of everyone were on the strain, and the strong human links which bind man to man, irrespective of station or class or rank, had gripped the whole force which was shortly to confront the enemy. An officer and a private were watching the final scenes as a battalion prepared for the grim work; though discipline was unrelaxed, the battalion had become a family. From the commanding officer down to the youngest private there stretched that intangible strand of the sentiment of partnership which a German would despise, but which we realise means much in the hour of danger; every man recognised that he had a duty towards his fellow greater than his duty to himself. The officer turned to the private by his side as he observed the many manifestations of comradeship: "What a tragic pity it would be if these fellows should lose sight of each other after the war—if all this magnificent friendship should go to waste. Is there no way by which we can perpetuate this comradeship for our country's sake?"

Out of this has sprung a society which we are convinced will go far and be productive of much good, founded, as it has been, "to organise and maintain in a strong, stimulating, united and democratic comradeship all those who have served in any capacity in the Sea and Land Forces during the war, so that neither their efforts nor their interests shall be forgotten or neglected." The main objects, as we understand them, are not at all political, except in so far as they aim to press the claims of discharged sailors and soldiers to public employment; to enlist the co-operation of employers; to support undertakings for the suitable training and employment of disabled men; to secure adequate pensions for

◆ ◆

The French Air Ministry.

WITH the appointment of M. Dumesnil to be Under-Secretary for Aviation in the new French Ministry some changes have been made in the working of the department. While remaining under the War Office the department will be linked up with the Ministry of Armament with a view to co-operation in ensuring the manufacture of the necessary material, and the utilisation of the national resources to the best advantage in meeting the considerable extension of the aviation programme.

An Aviation Department in Italy.

"A HIGH COMMISSIONER OF AVIATION has been appointed by Government decree and attached to the Ministry of Munitions in Rome," says Mr. A. Beaumont, writing to the

discharged sailors and soldiers; to impress upon Parliament the need for an appropriate scale of pensions for men discharged on account of ill-health or through incapacity arising from service; and to help discharged men, and look after the wives and families of men killed during the war.

The war will not last for ever, and it does seem that when the time comes for the men who are now serving in the armed forces of the Crown to resume their places in the civil life of the Empire, it will be a distinct gain if such an Association, based on service, exists to perpetuate usefully the memory of the years of sacrifice. No better basis, nor better objects, can be imagined than those upon which the constitution of the "Comrades of the Great War" has its existence.

• • •

The "Flying Boat" Case.

To our way of thinking, the "flying-boat" case has ended in a manner which is eminently satisfactory all round. The Admiralty has vindicated the purity of public commercial life and has acted in a magnanimous way towards those whom it conceived it to be its duty to bring to the bar of justice. The offenders have come none too badly out of it, and the country still retains the services of an officer against whom we are convinced no charge of moral turpitude can lie. There is no need to traverse the whole of the case against Commander Porte—the sooner it is buried in oblivion the better for all—so we shall simply content ourselves by saying that we believe, and have always believed, that he erred in perfect good faith. To us it is all as clear as daylight. He patriotically came forward at the beginning of the war to place his knowledge and experience at the disposal of the country, and to keep within the four corners of regulations handed over his business interest to a third party, believing that he was fully justified in taking this course. That is really all there was in the case against him. All things considered, we think we are right in extending our sympathy to him and our congratulations on the way the affair, so far as it concerns him, has terminated.

◆ ◆

Daily Telegraph from Milan. "This amounts to the creation of a special department, equivalent to an Under-Secretaryship for Aeronautics, to control all questions of materials and supplies as well as the manufacture of flying machines. The Commissioner will have the right to participate in debates in the Senate and Chamber on all questions concerning his department."

The U.S. Urged to Do More.

THE Aero Club of America has passed a resolution urging Congress to appropriate not less than £200,000,000 for building an emergency air fleet of huge warplanes as an offset to the mobility of the Germans on interior lines of communication.

The sum, it is urged, should be in addition to the £200,000,000 needed to carry out the general aeronautic programme.



A batch of Hungarian Lloyd biplanes.

HONOURS.

Honours for the R.N.A.S.

It was announced in the *London Gazette* of November 17th that the King has been pleased to approve of the following awards for services in action with enemy submarines:—

Distinguished Service Cross.

Flight Sub-Lieut. C. S. MOSSOP, R.N.A.S.

Distinguished Service Medal.

Air-Mech. 2nd Grade A. E. INGLEDEW, O.N. F13492.

Mentioned in Despatches.

Flight Commander J. S. F. MORRISON, R.N.A.S.

THE King has been pleased to approve of the award of the following honours, decorations and medals to officers and men of the R.N.A.S.:—

Distinguished Service Order.

Acting Flight Commander R. GRAHAM, D.S.C., R.N.A.S.—For conspicuous gallantry and devotion to duty in air fights and bombing raids. Since the award of a bar to the Distinguished Service Cross, Acting Flight Commander Graham has carried out five night bombing raids, and attacked and brought down three enemy machines. On one occasion he ascended at night for the purpose of attacking hostile machines, notwithstanding the fact that he had only returned a few hours previously from a successful action with hostile aircraft in superior numbers. He has always displayed remarkable skill and courage.

Acting Flight Commander P. S. FISHER, D.S.C., R.N.A.S.—For conspicuous gallantry and devotion to duty in air fights and bombing raids. On one occasion, when very heavy fighting took place between eight machines of his squadron and about 20 Albatros scouts, he fought at least six combats single-handed, shooting down one of his opponents out of control. On another occasion, when he was acting as leader of a flight of five machines detailed for an offensive patrol, a general action took place with a number of Albatros scouts, in the course of which Acting Flight Commander Fisher was wounded whilst fighting with great gallantry. He has shown himself to be a most efficient and plucky flight leader, and has also taken part in numerous night bombing raids in addition to his day fighting.

Distinguished Service Cross.

Flight Commander G. E. HERVEY, R.N.A.S.—For conspicuous gallantry and devotion to duty in air fights and bombing raids. On August 22nd, 1917, he attacked a formation of 10 hostile aircraft engaged in a raid on England, and brought one of them down into the sea.

Acting Flight Commander H. G. HOLDEN, R.N.A.S.—In recognition of the great courage and gallantry displayed by him in obtaining important photographs under heavy anti-aircraft fire on October 14th, 1917, and on other occasions. He has also on many occasions been the pilot of spotting machines.

Flight Sub-Lieut. (now Flight Lieut.) V. R. GIBBS, R.N.A.S.—For conspicuous gallantry and devotion to duty in numerous night bombing raids, particularly on the night of September 25th, 1917, when in spite of difficult weather conditions he carried out a double trip and made good shooting from

3,000 ft., and below, and was responsible for dropping over 1½ tons of bombs on his objectives.

Flight Sub-Lieut. (now Flight Lieut.) L. H. SLATTER, R.N.A.S.—For conspicuous gallantry and skill on many occasions both as observer and pilot. He has taken part in numerous night bombing raids, and on one occasion he ascended at night for the purpose of attacking hostile machines notwithstanding the fact that he had only returned a few hours previously from a successful action with hostile aircraft in superior numbers. On September 4th, 1917, he attacked an enemy torpedo-boat destroyer with machine gun fire.

Flight Sub-Lieut. S. W. ROSEVEAR, R.N.A.S.—For conspicuous gallantry and devotion to duty. He has destroyed several hostile machines, and has also attacked and scattered parties of enemy infantry from low altitudes, on one occasion from a height of only 100 ft.

Flight Sub-Lieut. F. R. JOHNSON, R.N.A.S.—For conspicuous gallantry and devotion to duty in a bombing raid on Thourout Railway Station on the night of September 20th-21st, 1917, when he came down to about 3,000 ft., and made particularly good shooting.

Distinguished Service Medal.

Air-Mech., 1st Gr., T. R. BARBER, O.N. F3771; Air-Mech., 1st Gr., L. G. S. BOSHER, O.N. 15936 (Po.); A.C., 1st Cl., G. CONLEY, O.N. F16254; Acting Air-Mech. 1st Gr., C. SPIKINS, O.N. F8732.

Mentions in Despatches.

Flight Commander A. S. DOUGLAS, R.N.A.S.; Lieut. M. W. W. CROSS, R.N.V.R.; Flight Lieut. B. D. HOBBS, D.S.O., D.S.C., R.N.A.S.; Flight Sub-Lieut. E. V. REID, D.S.C., R.N.A.S. (since killed). Air-Mech., 2nd Gr., H. M. DAVIES, O.N. F20254.

Special Promotion for Services in Action.

Acting Flight Commander R. GRAHAM to be Flight Commander, October 20th.

Italian Honours for R.N.A.S.

It was announced in the *London Gazette* of November 17th that the following decorations have been conferred by the King of Italy for distinguished services rendered during the war:—

Bronze Medals for Military Valour.

Flight Commander A. Q. COOPER, R.N.A.S.

Air-Mech., 2nd Gr., H. M. DAVIES, O.N. F20254.

Honours for the R.F.C.

It was announced in the *London Gazette* on November 19th that the King has been pleased to confer the following rewards for gallantry and distinguished service in the field. The acts of gallantry for which the decorations have been awarded will be announced in the *Gazette* as early as practicable:—

The Military Cross.

2nd Lieut. (Temp. Capt.) G. L. LLOYD, Yeo. and R.F.C.
Lieut. W. B. FERGUSON, Can. Rail. Tps. and R.F.C.

Distinguished Conduct Medal.

2105 Sergt. S. T. CLINCH, R.F.C.
94311 2nd Air-Mech. W. WALKER, R.F.C.

The Bombing of Constantinople.

THE following was issued by the Press Bureau on November 16th:—

"In the recent air raids on Gallipoli and Constantinople the R.N.A.S. had the assistance of a Greek naval unit, and during the five nights when the raids were in progress some very satisfactory results were achieved. The Gallipoli Peninsula was bombed both by day and by night, the objective including warehouses, aerodromes, a seaplane base at Nagara, and a Turkish camp near Bulair. All the Greek machines returned safely, except one, which contained Sub-Lieut. Chalkias and Observer Lazaris. These officers are, unfortunately, missing. At Constantinople our machines, in spite of heavy anti-aircraft fire, dropped to a height of 800 ft. to attack the 'Goeben.' The first salvo of four bombs missed the ship, but hit some submarines and destroyers moored alongside her. The second salvo hit the 'Goeben' a little orward of amidships, causing a large explosion and a big conflagration. Our machines then bombed the 'Geheral,' in which the German Headquarters at Constantinople are reported to be situated. Bombs were dropped from a height

of 1,300 ft., and two direct hits were secured on the stern of the ship. The next object of attack was the War Office, on which two direct hits were observed in the centre of the building. The Turkish Minister at Berne has made a statement in reference to these air attacks, in which he acknowledges that the War Office at Constantinople and a destroyer were hit, 'a certain amount of damage' being done. The following honours have been awarded by His Majesty to the Greek officers engaged in these operations: Lieut. Commander Moraitinis, D.S.O.; Sub-Lieut. Meletopoulos, D.S.C.; Sub-Lieut. Constantinou, D.S.C. Of the British officers and men, Squadron-Commander K. S. Savory has received a bar to the D.S.O.; Flight Lieut. H. Maclelland and Lieut. P. T. Rawlings, R.N.V.R., have received the D.S.C., and Chief Petty Officer J. L. Adams and Leading Mech. B. Cromack have received the D.S.M."

Long Flight in Australia.

LIEUT. STUTT, chief of the Richmond, N.S.W., Flying School, flew in a Curtiss biplane from Point Cook to Richmond, 600 miles, in seven hours 20 minutes actual flying time, establishing a longest Australian non-stop record—viz.: 342 miles in four hours and ten minutes.

THE LOW ALTITUDE PARACHUTE RECORD.

A CREAKY rickety lift conveys to the summit of the towers of the Tower Bridge those who may have occasion to go there. Once civilians passed freely over the top when the bascules were raised, and the joy-ride in the lift was thrown in gratuitously by an indulgent County Council. But the exigencies of war have altered all that, and now none but the privileged may enter the creaky contraption. The lift, however, still persists in spite of that, and, very much in spite of the prevailing deficiency of oil and power, it grinds its way painfully up to the top in some sixty seconds?

Ancient Bill, or whatever may be the name of the ear-ringed old salt who pilots it on its aerial journey, thinks it is a very good lift and feigns pained surprise should one adversely criticise his wobbly cabin; but then probably Old Bill does not do his shopping at Selfridges.

Into this uninviting chamber on the chilly morning of November 11th was ushered a small party of aerial experts, comprising a couple of prospective parachutists and two skilled assistants. They were assembled together as the outcome of long-planned arrangements for testing a new type of low-level parachute. This has been designed by Mr. Everard Calthrop for the purpose of checking the very considerable mortality amongst aviators resulting from accidents which are prone to happen within a few hundred feet of the ground.

For this occasion Mr. Calthrop, with the characteristic thoroughness of an inventor, had formulated an elaborate code of signals with coloured flags. Various supplementary parties with cinematograph cameras, having duly been initiated into the flag-wagging rites, stationed themselves at as many points of vantage for the purpose of making biographic records of the descent.

The first descent was due to take place shortly after 10 a.m., and the officer who was to undertake it was seated in the lift shortly after that time.

Having long desired to make a drop in a parachute, he at first bore with the long delays patiently enough, but when a quarter, then half, then three-quarters of an hour elapsed, he gave way to expressions of apprehensive impatience akin to the things one would say to a painless tooth-extractor who waved his forceps over the patient's head for half-an-hour or more, before perpetrating his excruciating torture. The arrival of cheerful pals in the nick of time prevented the would-be parachutist from retracting from his undertaking and fleeing, half clad, in the direction of the Mint and safety. Just when his indecision was on the point of collapse, word came through that at last all was in order, the cheerful pals decamping with a cheery "Best of Luck" and a change of dry "togs" in a dressing bag.

Old Bill immediately closed the complicated doors of the cage, which had now become a veritable prison from which there was no backsliding, and, in response to much pulling of ropes, the old box protestingly commenced its long upward journey.

The skilled assistants, expert parachute-packers, or whatever they aspired to be, were untiring in their efforts to revive interest in the wretched aviator, first encouraging him by attending to the adjustment of his life-saving waistcoat, then cajoling him with references to his obligations, now threatening him

with the aerial scandal that would arise if the project were not carried out.

After many quirks and groans on the part of Old Bill and the lift, the former announced that the latter had arrived at the limit of its travel, and with punctiliousness worthy of a Swiss station-master on a mountain railway he proceeded to unbar the series of fortified doors that gave on to the upper platform.

Here an armed Royal Marine sentry, with six good conduct badges on the sleeve of his blue coat, and a typical sergeant-major of the old Marine variety, closely vised the passes of the party and admitted them one by one to the sacred portals.

On coming to the now dejected parachutist their enthusiasm in finding he was one of their own officers (seconded to the R.F.C.) was immense, an enthusiasm which was responded to by the parachutist, who now felt that for the credit of his old corps of Royal Marines it was up to him to show a bold face, and not to shrink from the responsibilities imposed upon him.

Thereafter until the moment of the eventful plunge there was no retreat.

Now it so happened that the officer in question evinced a rooted objection to making a feet-first drop, on account of the severe nervous qualms he always felt when making steep descents in an aeroplane and also on board of a pitching ship. He therefore determined to make a head-first dive of it in spite of earnest counsels to the contrary on the part of the two experts.

With this end in view, having at one time been a bit of an amateur acrobat, he proceeded to fix up a hanging rope and conduct from it immediate experiments in inverted suspension. Meanwhile the parachute-folders were busy putting on the finishing touches to the launching arrangements, and it was not long before all was ready and the dreadful moment for stepping on to the taking-off platform had arrived.

Those who have had the thrilling experience of being sentenced to death and of stepping on to the gallows, if only in a nightmare, can fully appreciate what that moment was like to at least one of the aeronauts. For fifteen seconds the panic-stricken wretched experimentalist stood on the extreme edge of the parapet gazing into the abyss of the muddy old Thames one hundred and fifty feet below him. His abject terror gave way to self-reproach for having ever permitted himself to be placed in such a ridiculous position. Sentiments succeeded in rapid succession by the unthinkable possibility of defrauding the large audience that had by this time gathered around the lower bastions. Every nerve was strained with the one idea of how to gain time, how to postpone the start.

By some sudden inspiration the idea occurred to him that the waterman's boat, waiting to pick him up, was immediately in the line of descent, and therefore to give it peremptory orders to clear out of it. "Get your priceless boat out of the blinking light; do you think I want to flop through the bottom of the bally thing?" and so on, echoed from the summit of the bridge.

Until that moment he had had implicit confidence in Mr. Calthrop's invention, but now followed a battle of doubts and reassurances much in the order named. "What if the beastly thing doesn't open?" "That would mean striking the water at one hundred and forty miles per hour. Would one burst if one did a 'belly-flop' at that speed? Probably one would."

"Would the safety helmet and waistcoat save one?" "If one were to be stunned on hitting the water would the waistcoat support one in an upright position until rescued by the boat?" and so on.

Mr. Calthrop had repeatedly said that by calculation from the bioscope the parachute always opened in two to two and a half seconds. It did not then occur to the victim of these fears at the moment that Messrs. Calthrop had spent some £25,000 in perfecting the invention, and that failure on this occasion would have meant to all intents and purposes the loss of this entire sum. If only this had occurred to his mind at the time, it would have proved very reassuring. It did not however.

Now Mr. Calthrop was waving the flag which indicated the order to drop. A few minutes previously Old Bill, who had somehow mysteriously appeared upon the scene, had regaled the palpitating parachutist with the story of how Fowler, the diver at the old Westminster Aquarium, had dropped from the very spot that he was about to drop from, and had struck the water with such velocity that he had never come up. "Some folks say that his feet stuck in the mud so hard that he could not come up." Sad enough, but especially so under the present circumstances, and anything but cheering.

The great bascules rose majestically, and the victim was urged forward to his doom. First the crash-helmet was adjusted, for it was fully expected that he would take the water at about the same speed as would be imparted by a free dive of forty feet or so, and this actually seemed to be the case. Next the harness had to be adjusted, and the quick-releasing arrangements explained and tested. The parachute neatly folded into its muffin-shaped bag hung in mid-air suspended from a lengthy beam projecting some six feet from the upper parapet of the bridge. Immediately in line with this the now thoroughly terrified aviator took his stand waiting for the final signal to go.

His sentiments at that moment may best be realised by any one who has stood and gazed down into the icy cold water from a similar height, whence a half-crown looks no larger than a threepenny-bit, and a threepenny-bit is invisible. The nerve-strain is equal to that of the man who ate the first oyster.

For fifteen seconds, which seemed like as many years, this confusion of thoughts passed in array through his little brain whilst waiting for the final signal to go. Was it possible for any parachute to open in so short a drop? Was Mr. Calthrop really the clever inventor he appeared to be, or was he really a homicidal crank? Would the drop induce in the dropper those awful feelings of nerve qualm that made it always impossible for him to ride in a switchback railway? As a matter of actual fact the fear of this peculiarly trying physical sensation and the objection to a dip in the ice-cold water gave rise to much greater feelings of alarm than any fear of the parachute failing to open.

All was now complete for the actual jump. The

little crowd from nowhere which had sprung up was turning upwards its sea of eager faces, all waiting expectantly for a thrill of some sort, it knew not quite what.

Now the biggest coward would not dare to disappoint a London crowd; it would be a case of thumbs down if he did. So twisting the rope round his right leg with one last thought of home, the now thoroughly desperate parachutist jumped. A free wild abandoned head-first dive was suddenly arrested by a terrific tug, which indicated to the diver that the parachute was emerging from its box.

This was immediately followed by a series of jerks and somersaults, ending in a rapid fall, during which the water seemed to approach at a terrific pace, then all of a sudden, just as total annihilation seemed as inevitable as the speed was incredible, a gentle insidious pull revealed the fact that the parachute had opened, but before there was time to fully realise this, the aviator had struck the water, and disappeared some way below it, rising almost immediately to the surface, thankful beyond measure that the trying ordeal was over.

The parachute was now in a vertical position, impelled by the breeze, and towing its human freight slowly down the river, and it was therefore necessary to immediately operate the quick release, which having been done a sturdy Thames waterman came up and effected a gallant "rescue."

A second drop, differing in no wise from the first, was made by another aviator.

And now, in conclusion, what was the object of all this? What was demonstrated? In the first place, the drop was undertaken as a purely private arrangement, for the purpose of demonstrating the possibility of using aerial life-saving appliances at low altitudes. This was fully demonstrated, and Mr. Calthrop must be congratulated on having produced a thoroughly practical machine for this purpose. Secondly, the actual drop was less than one hundred and forty feet, several hundred feet lower than the previous record. Biographic time records establish indisputably that the parachute opened on both occasions within the first hundred feet of drop. It acted with a preciseness hitherto unattained in apparatus of this nature. There can be no doubt whatever, that to fly without a parachute is as foolish as to go to sea without life-belts. If every pilot were provided with a parachute, at least fifty per cent. of fatal accidents might be averted. If parachute training schools were started, an even higher rate of aerial rescues might be attained. The training of pilots in the proper use of parachutes would not be such a difficult problem as might be supposed, as may be seen from the syllabus recently suggested by our correspondent "Antarcticus" in *FLIGHT* of October 4th, page 1027. Finally, if two successive drops can be made successfully from the comparatively low elevation of the Tower Bridge, it is clear that parachuting with proper apparatus is a perfectly safe art.

Air Work in Palestine.

IN a summary of the operations in Palestine up to November 8th, General Allenby pays the following tribute to the work of the Royal Flying Corps:—

Throughout these operations the Flying Corps has done excellent work, has established complete mastery in the air, and harassed with machine-guns and bombs the retreating columns.

Writing from Gaza on November 14th, regarding the subsequent advance, Mr. W. T. Massey gives the following details of air work:—

"Aircraft had previously bombed the station (the junction of the Jaffa-Jerusalem railway) getting over 60 hits, and the infantry made the station ours during the morning. Jerusalem is now cut off from railway communication with Damascus.

"During their ceaseless work the airmen paid much attention to the enemy's lines of communication, and scored hits on trains with hundredweight bombs, while among the wreckage of the aerodrome which the enemy left in our possession are five two-seater aeroplanes and three spare engines destroyed by the dropped bombs."

ROYAL AERO CLUB OF THE U.K.

OFFICIAL NOTICES TO MEMBERS.

Presentation to the Club.

MR. D. W. THORBURN has kindly presented the Club with a large framed photograph of the late Captain Guynemer.

THE FLYING SERVICES FUND,

administered by

THE ROYAL AERO CLUB.

The Flying Services Fund has been instituted by the Royal Aero Club for the benefit of officers and men of the Royal Naval Air Service and the Royal Flying Corps who are incapacitated on active service, and for the widows and dependants of those who are killed.

The fund is intended for the benefit of all ranks, but especially for petty officers, non-commissioned officers and men.

Forms of application for assistance can be obtained from

the Royal Aero Club, 3, Clifford Street, New Bond Street, London, W. 1.

Subscriptions.

	£	s.	d.
Total subscriptions received to Nov. 6th, 1917..	12,470	17	9
Staff and workers of Gwynnes, Ltd. (fiftieth contribution) ..		9	15
G. H. Mansfield, Managing Director of the Aircraft Supplies Co., Ltd., 125, Long Acre, W.C. 2; Proceeds of the Sale of copies of "Standard A.G.S. Parts for Aircraft," by Bernard Isaac (Tenth contribution, making a total of £38 1s. 10d.) ..		3	0

Total, November 20th, 1917.. 12,483 13 8

H. E. PERRIN, Secretary.

3, Clifford Street, New Bond Street, W. 1.

THE ROLL OF HONOUR.

Reported by the Admiralty:—

Killed.

Flight Sub-Lieut. G. L. Trapp, R.N.

Accidentally Killed.

Flt. Sub-Lieut. E. O. A. Andrews, R.N.

Flt. Sub-Lieut. D. R. Kerr, R.N.

Died of Injuries.

Flt. Sub-Lieut. R. D. Clive, R.N.

Wounded.

Obs. Sub-Lieut. W. S. Anderson, R.N.

Act. Flight Commander J. Robinson, R.N.

Flt. Sub-Lieut. A. G. A. Spence, R.N.

Accidentally Injured.

Prob. Flt. Off. J. A. Dow, R.N.

Missing.

Flt. Lieut. (Paymr. R.N.) W. S. Magrath, R.N.

Obsr. Sub-Lieut. A. D. Rogers, R.N.

Flt. Sub-Lieut. R. J. Stallard, R.N.

Previously Missing, now reported Prisoners.

Flt. Sub-Lieut. W. E. B. Oakley, R.N.

Flight Sub-Lieut. M. J. Watson, R.N.

Reported by the War Office:—

Killed.

Capt. B. G. L. Ellis, R.F.A., attd. R.F.C.

Capt. W. A. L. Poundall, M.C., S. Lancs., attd. R.F.C.

2nd Lieut. R. H. Richardson, Lond., attd. R.F.C.

2nd Lieut. E. R. Ripley, R.F.C.

2nd Lieut. J. E. Yates, F.R.C.

Previously Missing, believed Killed, now reported

Killed.

2nd Lieut. G. M. W. G. Cato, R.F.C.

Lieut. E. S. Livock, R. W. Surrey, attd. R.F.C.

Lieut. H. R. Morgan, Yeo., attd. R.F.C.

Lieut. G. L. Paget, N'land. F., attd. R.F.C.

Previously Missing, now reported Killed.

Lieut. G. M. Goode, R.F.C.

2nd Lieut. R. S. Lloyd, R.F.C.

2nd Lieut. D. C. N. MacBrayne, R.F.C.

2nd Lieut. G. C. Miller, High. L.I., attd. R.F.C.

Capt. F. D. Pemberton, R.F.A., attd. R.F.C.

Lieut. O. T. Walton, S. Lan. R., attd. R.F.C.

Capt. L. S. Ward-Price, Household Cav., attd. R.F.C.

2nd Lieut. G. H. Swann, R.F.C.

2nd Lieut. H. J. Watlington, R.F.C.

Lieut. J. H. B. Wedderspoon, R.F.A., attd. R.F.C.

2nd Lieut. S. N. Williams, R.F.C.

1920 Sergt. E. A. Cook, R.F.C.

61924 Sergt. A. Giles, R.F.C.

Died of Wounds.

Lieut. A. P. Boor, R.F.C.

Lieut. J. R. Geddes, Cent. Ont., attd. R.F.C.

2nd Lieut. H. Hunter, R.F.C.

43670 1st Class Air-Mech. R. P. Thimann, R.F.C.

Wounded.

2nd Lieut. J. G. Blanc, R.F.C.

2nd Lieut. H. J. P. Bomford, London, attd. R.F.C.

Lieut. L. S. Brander, R.F.C.

2nd Lieut. F. H. Dormer, R.F.C.

Lieut. L. A. C. Helbert, R.F.C.

Maj. G. L. P. Henderson, M.C., R.F.C.

2nd Lieut. J. Kyle, R.F.C.

2nd Lieut. K. Le G. Mills, R.F.C.

Lieut. A. R. Robertson, Manlt., attd. R.F.C.

Capt. J. P. Walters, R. Dub. F., attd. R.F.C.

2nd Lieut. W. L. C. White, R.F.C.

2nd Lieut. F. Whitehead, Yeo., attd. R.F.C.

2nd Lieut. A. C. Yowdale, M.C., R.F.C.

The following, unless otherwise stated, are mechanics in the R.F.C., the figures in brackets indicating the grade:—

J. W. Harling 7447 (1st), G. Milton 8981 (2nd), W. H. Parsons 43263 (2nd), J. E. Barker 68771 (1st), R. H. Taylor 10555 (2nd), T. L. Wilmshurst 30133 (2nd), A. E. Burch 39997 (2nd) Corpl. F. Starkey 19205, Sergt. A. C. Snowden 13743, A. Webster 75254 (2nd), S. Callaghan 43659 (2nd), R.F.C., attd. R.G.A.

Previously reported Prisoners, now reported

Wounded and Prisoners in German hands.

2nd Lieut. H. J. Ellam, R.F.C.

Lieut. A. C. Pickett, R.F.C.

2nd Lieut. S. Thompson, R.F.C.

2nd Lieut. S. F. Thompson, Suffolk, attd. R.F.C.

2nd Lieut. H. E. A. Waring, R.F.C.

2nd Lieut. W. H. Watt, Ches. R., attd. R.F.C.

Previously Missing, now reported Died as Prisoner in Turkish hands.

34145 Sergt. A. Taylor, R.F.C.

Missing.

2nd Lieut. F. G. Baker, R.F.C.

2nd Lieut. T. B. Bruce, R.F.C.

Capt. P. C. Cowan, Manch. R., attd. R.F.C.

2nd Lieut. A. G. Cribb, R.F.C.

Lieut. W. Crowther, Cent. Ont., attd. R.F.C.

2nd Lieut. E. H. Cutbill, R.F.C.

2nd Lieut. H. G. Downing, R.F.C.

2nd Lieut. J. H. W. Duggan, Glouc., attd. R.F.C.

2nd Lieut. R. G. Frith, R.F.C.

2nd Lieut. F. Gartside-Tippinge, R.F.C.

Lieut. E. G. S. Gordon, R.F.C.

2nd Lieut. B. C. R. Grimwood, M.C., R.F.C.

2nd Lieut. A. G. Grose, R.F.C.

2nd Lieut. J. R. F. Gubbin, R.F.C.

2nd Lieut. F. J. B. Hammersley, Midd'x R., attd. R.F.C.

2nd Lieut. W. W. Hutton, London, attd. R.F.C.

2nd Lieut. D. McLaurin, R.F.C.

2nd Lieut. C. B. Simpson, R.F.C.

Lieut. R. C. Taylor, R. War., attd. R.F.C.

2nd Lieut. E. P. Wilmot, M.C., R.F.C.

Previously Missing, now reported Prisoners in German hands.

2nd Lieut. F. H. Berry, R. Scots, attd. R.F.C.

2nd Lieut. P. J. Casey, R.F.C.

2nd Lieut. L. A. Colbert, R.F.C.

2nd Lieut. T. B. Fenwick, R.F.C.

2nd Lieut. C. G. D. Gray, R.F.C.

2nd Lieut. J. L. Haight, R.F.C.

Lieut. R. I. V. Hill, Welsh, attd. R.F.C.

Lieut. C. H. Jeffs, Bord., attd. R.F.C.

Lieut. G. W. Mumford, A.S.C., attd. R.F.C.

Lieut. D. G. Powell, S. Wales Bord., attd. R.F.C.

2nd Lieut. H. Pughe-Evans, Welsh, attd. R.F.C.

2nd Lieut. N. J. Taylor, R.F.C.

Capt. D. D. Walrond-Skinner, Mon., attd. R.F.C.

Lieut. G. F. Westcott, R.F.C.

19130 Sergt. J. Bancroft, R.F.C.

Previously Missing, now reported Interned in Holland.

2nd Lieut. J. Frost, R.F.C.

2nd Lieut. F. L. Smith, R.F.C.

INTERNATIONAL AIRCRAFT STANDARDS.

IN aeronautical engineering circles it has been a matter of some speculation what, precisely, would be the effect of possible divergences in the aircraft standards to be decided upon by the U.S.A., and in how far any such differences would affect the co-operation of America with the Allies. The International Aircraft Standards Board, which has been holding meetings for the purpose of standardising aircraft material specification for purchases of the Allied Governments in America, has decided on the "International Aircraft Standards" published below. The I. A. S. B. is composed of representatives of the Aircraft Departments of Great Britain (Canada), France, and Italy, and of the Signal Corps of the Army and the Bureau of Construction of the Navy of the United States. The Board has endeavoured to standardise the materials entering into aircraft construction in such a manner as to conform with American manufacturing practice and at the same time to be of the greatest service to Allies making purchases in the U.S.A.

The specifications are as follows:—

Classification of International Aircraft Standards—Serial Numbers of I.A.S.B. Specifications.

The specifications receive serial numbers according to the following classification:—

Series 1.—Covers general inspection and testing instructions.

Series 2.—Covers raw materials, wood, ingot metals, &c.

Series 3.—Covers fabricated material, such as bars, castings, &c.

Series 4.—Covers fabricated parts, such as turnbuckles, ferrules, fittings, &c.

Series 2 and 3 will be further subdivided according to the type of material:—

2F.—Fabrics and dope.

2N.—Non-ferrous metals.

2O.—Oil and gasoline.

2S.—Steel and iron.

2V.—Varnish and glue.

2W.—Wood.

Series 4 is subdivided as follows:—

4A.—Accessories.

4E.—Engine.

4I.—Instruments.

4P.—Plane, frame, &c.

1Li.—List of Specifications.

1Li.—List of Specifications.

1G1.—General specifications for testing and inspection of metallic materials.

1A1.—Methods of chemical analysis.

2S1.—Chemical compositions of steels.

2N1.—Ingot aluminium.

2N2.—Ingot copper.

2N3.—Spelter.

3S1.—Carbon steel for case-hardening.

3S2.—Medium carbon steel bars and billets.

3S3.—Alloy steel bars and billets, 100,000 lbs. per square inch tensile strength.

3S4.—Alloy steel bars and billets, 125,000 lbs. per square inch tensile strength.

3S5.—Alloy steel bars and billets, 150,000 lbs. per square inch tensile strength.

3S6.—Alloy steel bars and billets, 175,000 lbs. per square inch tensile strength.

3S7.—Alloy steel bars and billets, 200,000 lbs. per square inch tensile strength.

3S8.—Alloy steel bars and billets, 225,000 lbs. per square inch tensile strength.

3S9.—Alloy steel bars and billets for case-hardening, 170,000 lbs. per square inch tensile strength.

3S10.—Alloy steel bars and billets for case-hardening, 190,000 lbs. per square inch tensile strength.

3S11.—Tolerance on steel bars.

3S12.—High-strength steel wire.

3S13.—19 non-flexible steel-wire cable.

3S14.—7 by 7 non-flexible steel-wire cable.

3S15.—7 by 19 extra flexible steel-wire cable.

3S16.—Wire for acetylene welding.

3S17.—Wire for electric welding.

3N1.—Gunmetal castings.

3N2.—Manganese bronze castings.

3N3.—Phosphor bronze castings.

3N4.—Naval brass or equivalent alloy bars.

3N5.—Naval brass or equivalent alloy sheet.

3N6.—Sheet brass.

3N7.—Brass tubes.

3N8.—Sheet copper.

3N9.—Phosphor bronze strip.

3N10.—Babbitt metal.

3N11.—Aluminium alloy castings.

3N12.—Sheet aluminium.

4P1.—Turnbuckles.

4P2.—Ferrules and thimbles.

1G1.—General Specifications for the Testing and Inspection of Metallic Materials.

GENERAL—1. These specifications will form part of all individual specifications for metallic materials.

MATERIAL—2. (a) An analysis of each lot of material and of each heat of steel furnished to this specification shall be made by the manufacturer. The chemical composition thus determined shall be reported to the purchaser and the Government inspector, and shall conform to the requirements of the specification.

(b) In the case of submission of lots of material of which the heat or identification marks are lacking or doubtful the manufacturer will be required to furnish analyses of a sufficient number of the articles submitted to satisfy the inspector of the uniformity of the lot.

(c) An analysis may be made by the purchaser or Government inspector from a tube, sheet, bar, or test bar or casting representing each lot of material submitted, and the chemical analysis thus determined shall conform to the requirements specified. If the analysis of any one article does not conform to the requirements specified, analyses of two additional articles of the same lot shall be made, unless otherwise noted, each of which shall conform to the requirements specified.

(d) The methods for chemical analysis shall be those of the I. A. S. B.

(e) The weight of sample taken for analysis shall be not less than 120 g., and the sample shall be clean, free from rust, oxide, and extraneous matter, and is to be taken with a slow-speed tool.

(f) Drillings for analysis of bars, billets, or other regular shapes shall be taken parallel to the axis at any point midway between the centre and surface.

(g) Drillings for analysis may be taken from broken tension or bend test specimens when physical requirements are specified.

(h) Wire, tubing, sheets, and rods less than 1½ in. (31.75 mm.) in thickness, shall be samples through or across the entire section.

(i) In case of suspected segregation (steel), a sample may be taken from a point on the axis and analyzed; the percentage of no element may exceed at this point by more than 15 per cent. that specified.

(j) In order to obtain evidence of possible unsoundness and piping, sample bars of steel may be nicked and broken for examination of fracture.

(k) Drillings or cuttings for the analysis of irregularly shaped pieces (steel), for which no physical requirements are specified, shall be taken from both the thickest and the thinnest sections. Surface drillings shall be discarded.

MANUFACTURE—3. (a) The materials shall be manufactured according to the best current practice.

(b) Steel shall be manufactured or at least finished by the open-hearth, electric-furnace, or crucible process unless otherwise noted.

(c) Sufficient discard shall be made from each ingot to secure freedom from piping and undue segregation.

(d) The billets from which bars or forgings are made are to be rough turned or chipped to remove all surface defects which might produce seams in the finished bar or forging. No undercutting in chipping will be allowed.

Heat Treatment.—(e) The manufacturer shall state the heat treatment recommended to give the physical properties specified for all steels which are to be used in the heat-treated condition.

WORKMANSHIP AND FINISH—4. (a) The articles must be finished in a workmanlike manner and must be free from flaws, surface and other defects to which they are subject.

(b) Any article may be rejected because of injurious defects or faults in manufacture at any time, notwithstanding that it has previously passed the physical and chemical tests; it shall be returned to the manufacturer at the latter's expense. This clause shall not be taken to apply to materials fabricated after export.

PHYSICAL PROPERTIES AND TESTS.—(a) Physical tests shall be carried out on testing machines of standard make, which are to be kept in good working condition. The manufacturer must satisfy the inspector that the testing machines are at all times properly calibrated.

Tensile Test.—(b) To determine whether a specimen has a yield point equal to or greater than that specified the procedure shall be as follows: A line shall be described on the test piece with a punch mark as centre, and with a radius of about 2 ins. (50.8 mm.) when possible; the specified load shall then be applied, removed, and a second line scribed with the same radius and the same centre; if two lines are then seen on the test piece, indicating that permanent elongation has occurred, it shall be considered that the specimen has not passed the yield-point test. If the manufacturer

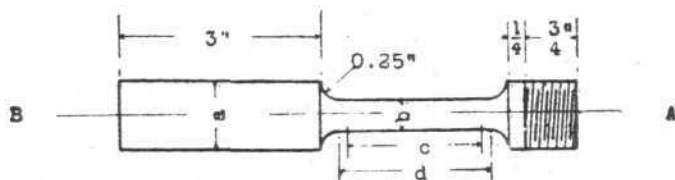


Fig. 1.—I.A.S.B. standard tensile test specimen for bars.

desires, the yield point may be determined by an approved autographic or extensometer method.

(c) The elastic or the proportional limit, when called for, shall be determined with an extensometer reading to at least 0.002 ins. (0.05 mm.). It shall be attached to the specimen at the gage marks and not to the shoulders of the specimen nor to any part of the testing machine. The elastic limit is defined as the greatest load per unit of original cross-section which does not produce a permanent set. The proportional limit is the load per unit of original cross-section at which the deformation ceases to be proportional to the load.

Bend Test.—(d) The specimens shall be bent cold in the bend test.

(e) (Bars). Bars will be bent around a pin of radius equal to the bar diameter or thickness until the sides are parallel;

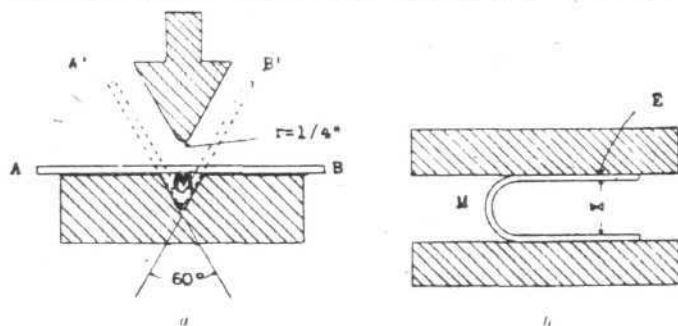


Fig. 2.—Bending test operation. The distance X shall conform to value called for in detail specifications for sheets.

unless otherwise noted the bar must withstand such bending without developing cracks or signs of failure.

(f) (Sheets). The test comprises two distinct operations, both of which are performed by the use of a press, or, in the absence of this, by using a knife-edge and hammer. First, the strip is placed in position AB (Fig. 2a) on block having a V-shaped groove. The knife-edge is placed as shown and pressure is applied by means of either press or hammer until the test specimen assumes the shape A'MB'. After this block is removed the bending is finished as indicated in Fig. 2b, with or without the interposition of a spacer. The spread of the ends of the test piece varies with the quality and thickness of the sheets. The specimens must be bent as indicated without breaking and after test shall not show hair lines, cracks, or other defects.

Impact Test.—(g) Impact tests shall be carried out with an impact testing machine of the pendulum type.

Brinell Hardness Test.—(h) The hardness test shall be made with a 10-millimetre diameter ball, using a pressure of 3,000 kgs. for steel and one of 500 kgs. for softer metals. This pressure shall be applied for 30 seconds.

Test Specimens.—(i) Tension, bend, and impact test specimens shall be taken from the rolled or forged material, except that in the case of irregularly shaped forgings they may be taken from a full-sized prolongation. Specimens shall not be annealed or otherwise treated, except as provided in the individual specifications.

(j) Tension, bend, and impact test specimens for rolled material which is to be annealed or otherwise treated before use shall be cut from properly annealed or similarly treated short lengths of the full section of the piece, and for forged material from the treated forgings.

(k) The axis of tension, bend, and impact test specimens for rolled bars and forgings of uniform cross-section over 1 1/2 ins. (38.10 mm.) in thickness or diameter and for forgings of irregular section, when practicable, shall be located at a point midway between the centre and surface when solid and at any point between the inner and outer surfaces of the wall when bored, and shall be parallel to the axis of the piece in the direction in which the metal is drawn.

(l) Tension test for specimens for bars shall conform to the dimensions shown in Fig. 1. The ends shall be of a form to fit the holders of the testing machine in such a way that the load shall be axial; test specimens representing heat-treated or brittle materials shall have threaded ends or ends so made as to permit of testing material, using a ball-and-socket chuck.

(m) Tension and bend test specimens for plates, sheets, and shapes shall be of the full thickness of material as rolled. Tensile-test specimens for sheets or plates shall be machined to the form and dimensions shown in Fig. 4. Bend-test specimens for sheets shall have a width of 1.5 in. (38.10 mm.) and a minimum length of 8 ins. (203.2 mm.) Test

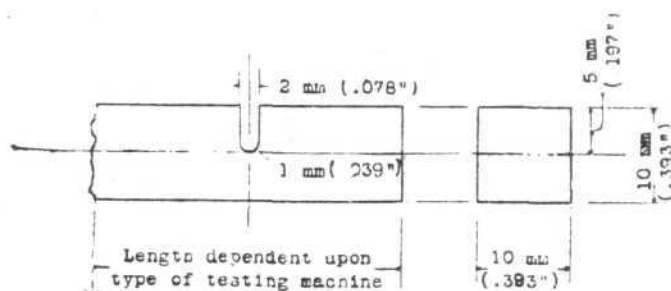


Fig. 3.—I.A.S.B. standard impact test specimen.

The faces are to be true and parallel.

The base of the notch is to be of uniform depth and perpendicular to the long axis of the specimen.

For unheat-treated material the notch is to be drilled and slotted. For heat-treated material the notch may be ground or milled.

specimens shall not be hammered in order to straighten them, nor may they be tempered, annealed, or otherwise treated unless specifically noted. Impact-test specimens are to be rectangular in section and shall be notched on one side. They are to have the form shown in the sketch, Fig. 3.

SELECTION OF TEST SPECIMENS—6. A sufficient number of test specimens will be selected by the inspector from each lot of material submitted to satisfy him of the quality of the material. If any test specimen shows defective machining or develops flaws, it may be discarded; in which case the manufacturer and the purchaser or his representative shall agree upon the selection of another specimen in its stead.

MARKING AND IDENTIFICATION—7. (a) It shall be the duty of the manufacturer to provide that manufacturing identification marks, such as heat numbers, shall be readily available at the time of inspection of the finished material to the inspector, and further that materials shall be grouped when possible by heat or melt numbers.

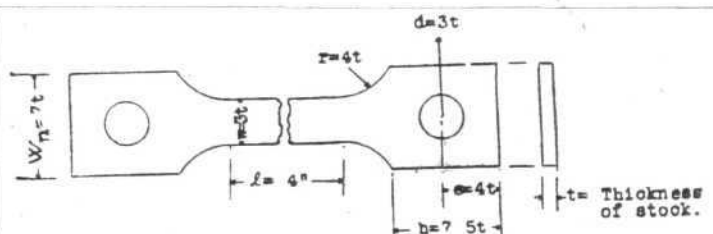


Fig. 4.—I.A.S.B. standard tensile test specimen for sheets.

Test specimens in accordance with the above sketch shall apply to sheet one-fifth in. (5.08 mm.) (No. 6 U.S. standard gauge) and up in thickness. Below one-fifth in. (5.08 mm.) in thickness w and d shall be one-half in. (12.70 mm.), h 1/2 in. (12.70 mm.), and wn 1 in. (25.40 mm.). The percentage of elongation may be determined on either 2 or 4 ins. (50.80 mm. or 101.60 mm.).

Soft materials of light gauge are apt to fail in detail under the pin. Specimens representing these materials may be gripped in the jaws of the testing machine. Drilling is omitted.

The specimens may be reduced in width by not more than 0.003 in. (0.08 mm.) over the centre half of the gauge length in order that fracture may occur there.

(b) It shall be the duty of the manufacturer to stamp individual large articles such as billets, forgings, or castings, with the heat or other identification number; smaller articles may similarly be bundled or grouped under the proper identification number or mark.

INSPECTION AND REJECTION—8. (a) The inspector representing the purchaser shall have free entry, at all times while work on the contract of the purchaser is being performed, to all parts of the manufacturers' works which concern the manufacture of the material ordered. The manufacturer shall afford the inspector, free of cost, all reasonable facilities to satisfy him that the material is being furnished in accordance with these specifications. Tests and inspection at the place of manufacture shall be made prior to shipment.

(b) The purchaser may make the tests to govern the acceptance or rejection of the material in his own laboratory or elsewhere as a check upon the results obtained by the manufacturer, or in case the latter has not the necessary equipment. Such tests, however, shall be made at the expense of the purchaser.

Rejection—(d) Unless otherwise specified, any rejection based on tests made in accordance with paragraph 8b, shall be reported within 10 working days from the receipt of samples.

Rehearing—(e) Samples tested in accordance with paragraph 8b, which represents rejected material, shall be preserved for one month from the date of the test report. In case of dissatisfaction with the results of the tests, the manufacturer may make claim for a rehearing within that time.

(f) All material rejected by the inspector shall bear the letters R A.

SALVAGE—9. (a) The manufacturer shall hold at his factory, subject to the decision of the salvage board, for a period of not exceeding 20 days from date of the test report, all rejected material.

(b) Material held up and accepted by the salvage board shall be marked and shipped as directed by said board, and

in presence of the Government inspector, who shall seal the same with his official seal.

(c) The manufacturer shall suffer no reduction in price in consequence of the submission of material to or acceptance of said material by the salvage board. It is clearly understood, however, that inspection and acceptance at the factory by a representative of the purchasing Government, or salvage board, will not relieve the manufacturer from the responsibility of furnishing material of known properties and good workmanship, and if it is found on arrival at destination that such is not the case, the material shall be returned at the expense of the manufacturer and replaced with other material conforming to the specifications in every respect. Such replacement shall not be subject to the action of the salvage board. The recurrence of such a case shall constitute cause for cancellation of unfilled orders and for a recommendation against placing further business with said manufacturer.

Diameter of bars.	Cross section over gauge length.	Dimensions.			
		a	b	c	d
		Diameter Gauge over gauge length.			
		Sq. in.	In.	In.	Ins.
Over 1 in.	0.20	Not over 1	0.505	2.00 2.25
1 to 1 1/8 in.	0.10	Not over 1	0.358	1.42 1.75
1 1/8 to 1 1/2 in.	0.05	Not over 1	0.252	1.01 1.25
1 1/2 to 1 3/4 in.	0.02	Not over 1	0.159	0.64 1.00
		Sq. mm.	mm.	mm.	mm.
Over 15.88 mm.	129.0	Not over 25.4	12.83	50.80 57.15
12.70 to 15.88 mm.	64.5	Not over 25.4	90.09	36.07 44.45
9.53 to 12.70 mm.	32.3	Not over 25.4	6.40	25.65 31.75
6.35 to 9.53 mm.	12.9	Not over 25.4	4.04	16.26 25.40

Test specimens may be tapered inside gauge length (c) toward the centre to an amount not to exceed 0.003 in. (0.08 mm.). Diameter at centre (b) to conform to dimension called for. This will cause fracture near the centre of the gauge length.

The test specimen will be either threaded (end A) or left unthreaded (end B), according to method of chucking used.

(To be continued.)



"THE NAVY-THAT-FLIES."

AEROPLANE raids over occupied German territory fall into the special province of the Naval Air Service. Many of them are directed against enemy aerodromes. They are "swoops" on the bases of the Gothas. An illustration of their effectiveness was given at the end of September. Fifteen Gothas were drawn up ready for flight in the aerodrome of St. Denis Westrem. They were bound, there is little doubt, for London and the East Coast. Our naval airmen bombed the formation as it lay on the ground. They obtained a direct hit, and Londoners on that night slept in peace. Not only were the "birds" destroyed, but their nest was so damaged that some days must have been occupied in repairing it.

Indeed, it is possible that the enemy raiders set out from another base on the following nights. During one month alone, 38 raids were carried out by the Naval Air Service on enemy aerodromes, which received no less than 50 tons of explosives. Our airmen paid visits to St. Denis Westrem on six occasions, 10 times they visited Thorout, and in the same month 10 other aerodromes were each bombed from two to four times. The R.N.A.S. not only dropped bombs; very often they flew down to low levels and peppered the personnel of the aerodromes with machine gun fire.

Civilians at home are not the only people benefited by these raids on German territory. Our Army in Flanders is helped materially. Fewer enemy machines are able to keep in the air, and reduced observation means reduced preparation. That is shown by the reports from Sir Douglas Haig, which speak of deterioration in the enemy artillery and of lack of observation. The two offensives combined—that against "nests" and that against aeroplanes on the wing—have proved extremely profitable. But the R.N.A.S. does not confine its bombs to enemy aerodromes. It sprinkles them freely and with proved results over German railheads, dumps, camps, and stores. The enemy's communications are therefore disintegrated. During the month under notice no fewer than 10 important termini were bombed 30 times in separate raids. Ten times these blows fell on Bruges. Four times the docks and works at Ostend and Zeebrugge were bombed. Altogether about 30 tons of explosives have

been dropped in these expeditions against the enemy's military works and concentrations.

This evidence shows that our naval airmen have maintained a ceaseless activity not only against the enemy's air service but against his land service in distant parts. The worst thing that can happen to an army in the field is to have its lines of communication cut. In former wars the cutting of the enemy's lines of communication was done by out-flanking movements of very mobile troops. The solidifying of the front in France and Flanders, before we were able to assert our superiority over the enemy, has prevented us from using the older method. We therefore use the mobile force, the most mobile force we have, if not to cut the German lines of communication, at least to hamper movement of it as much as possible.

It must be remembered that this work is not confined to the Naval Air Service alone. They seem to pay most attention to the coastward strip of Belgium, with occasional trips further east. But all along the Western front they are aiding the R.F.C. in the continual work of harassing the enemy behind the line. It is work of the highest military value. During the month of September, while the enemy was wasting his substance and energy on sporadic raids which had doubtful political, but no military, value, the men of the Naval Air Service were concentrating on business. It has been definitely promised, however, that as soon as possible there will be raids into Germany as reprisals. Successful bombing expeditions have already been undertaken against the nearer manufacturing districts of Germany. The Naval Air Service has taken part in these raids with good results. The places bombed are places where munitions are being manufactured at top speed—Kaiserlautern, Saarbrücken, and the factories and railways round about them. If there is any political value in these raids it will be achieved, but at the same time there is distinct military value. We are cutting at the enemy's lines of communication according to the old strategic formula. As time goes on, and if weather conditions permit, the raids into German territory will increase, but still it is essential that the good work—such as was done on the enemy aerodromes and depôts by the R.N.A.S. during the month of September—should continue.

AIRISMS FROM THE FOUR WINDS.

ON Monday evening last the Ad Astra Lodge of Freemasons, No. 3808, was duly consecrated by Lieut.-General Sir Francis Lloyd. The creation of this Lodge once again emphasises the permanency of aviation in the future, as its membership is limited to those engaged in the aeronautical inspection department. Appropriately Lieut.-Colonel R. R. Bagnall-Wild was installed first W.M. Its initial strength may be gauged from the list of about 80 Founder Members, and the inaugural ceremony which drew together some 300 brethren.

MANY, many years ago, down Blackheath way, there was a tunnel bored and a cavern excavated for some purpose of which for the moment we have lost count. Some local individual has now revived the adventure by ingeniously suggesting that it should be rendered available as an air-raid shelter. A difficulty, however, arises, as, like the *locale* of various wonderful lost treasure spots throughout the world, its exact whereabouts appears to be doubtful, the entrance having been filled up some 50 or 60 years back. It looks therefore as if an otherwise providentially sent shelter must be relegated to the "wash-outs," especially as the Greenwich Council (possibly by way of judicious hedging, in case some extra cute enquirer re-discovers the tunnel entrance) points out that in any case the atmosphere and condition of the place would be dangerous to health.

By way of contrast, the Ramsgate authorities have busied themselves to such effect that they have now provided for the majority of the inhabitants during air raids, the largest shelters, those in the cliff caves, being electrically illuminated and disinfected. Judging by some of the London tube stations

after the recent alarms, false and otherwise, the latter provision is worthy of being treated as a precedent.

ANOTHER of those "military object" bombs which the Zeppelins have from time to time distributed on to residential districts in England, has found, with the permission of Lord French, a final resting-place in a town away up in the North-East, where it has been ceremoniously deposited, with the Mayor of the City by Major-General Von Donop on behalf of the Headquarters Staff. This little 111-pound souvenir is now on view at the town's principal museum, and bears an explanatory inscription setting forth that the bomb passed through the roof of a house, through three floors and two chests of drawers, and embedded itself four feet below the ground level without exploding. Moreover nobody was hurt.

PARLIAMENTARY methods and procedure are weird contraptions, carefully framed for wasting the time of the Nation's real workers. Probably it is not in these days an easy task to create new "records" in regard to stretching unnecessarily any particular little item of privilege to its breaking point. But Mr. Lynch and "P.B." between them managed to attain to an unenviable height of notoriety in this direction in connection with the Committee stage of the Air Force Bill. Upon three occasions they claimed their right to divide the House, and themselves acted as tellers to empty lobbies, the figures being respectively 90 to 0, 143 to 0, and 136 to 0. As the temper and mind of the House were so obviously adverse to these two Honourable Members, most sane folk would have considered it hardly worth while to themselves rub in the weakness of their own case. And so thought many another well-known "heckler," who can usually be relied upon to enter the "agin the law" lobby upon the very flimsiest provocation.

ONE has to go back to July 31st, 1881, to find any episode of this character for comparison. And then it was but *one* count out. So Messrs. Lynch and "P.B." win by 3 to 1. The occasion was when, in the above year, Mr. Biggar and Mr. T. P. O'Connor found themselves deserted in the lobby at an early hour in the morning by their weary companions on a resolution dealing with the pay of the Irish Constabulary.

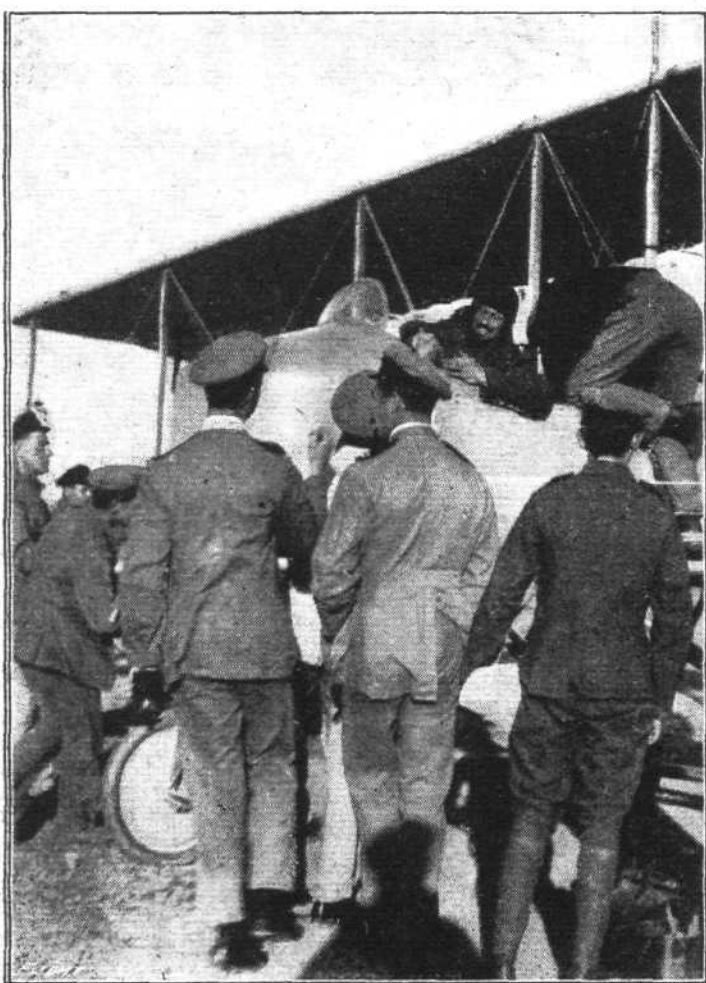
APROPOS the rather disturbing Air Ministry correspondence of Lord Northcliffe and Lord Cowdray, the proposed procedure, in the more or less immediate future of Lord Northcliffe, as outlined by himself, is worth noting:

"At the termination of the Allied Conferences in London and Paris, I propose," he says, "accepting an invitation to visit the various fronts, to take a week's holiday, and to return to my duties as head of the British War Mission to New York and Washington.

"If the Government so desire, I propose devoting much of my time to aircraft production in the United States. I have with me a mass of figures and facts to lay before the War Cabinet, Sir William Weir, and Mr. Churchill. My great fear is that the American output will exceed the possibilities of training officers and mechanics. The Americans are willing to make any type of engine we ask, in addition to their own Liberty engine."

It is also a relief to know that Lord Northcliffe is *not* leaving the War Mission to attend to his own business. In his own words, he announces: "I have no business except winning the war. I did not see a single copy of my newspapers from May till November. They were left in capable hands, and I was able to devote the whole of my time to the administration of my bureau in New York and Washington."

SOMETHING like a noble resolve for every Briton—"Conchies" not on in this scene—is set out in a letter from Mr. E. Almaz Stout, referring to a query "Do we hate enough?" propounded, and answered in the *Daily Mail* the other day by Mrs. "Maude Annesley."



With the British forces in the Eastern Mediterranean.—Starting an aeroplane.

Thus does Mr. Stout respond :

"We do not hate enough," because it is impossible. No hatred can possibly be great enough for the Huns and their accursed deeds. And no contempt is too great for those who have the glory of being British-born subjects and who yet palter with 'spiritual-brotherhood slush,' to quote Mrs. Annesley's vigorous expression. They are self-confessed Bolos or Ignorants, or they lack all imagination to appreciate what others have lived through during a three-years-and-three-months' storm of unbridled murder, lust and devilry.

"I have seen in France what the Huns, have wrought on human bodies, in human souls, on land and property ; others have seen that and more, in Belgium, Serbia, and Rumania—all done, not in any righteous cause, but with the sole idea of fulfilling their own insensate ambition of subordinating the whole world to their bestial notions of life.

"What I have seen with my own eyes and heard with own ears has made me take a solemn vow, a vow, which, in my opinion, every subject of the Allied nations should take and keep while life lasts :

"Never, knowingly, to speak to a German, or to touch a German's hand in friendship.

"Never, knowingly, to buy German goods, or to enter a place where a German is employed.

Hatred of incarnate brutality, wickedness, lust, and murder is not a vice. It is a righteous and a virile sentiment."

By way of comment upon the above, take the following sweet little effusion, reported to be the last effort which is being engendered in Italy. According to the *Matin*, a new Hymn of Hate is being distributed among the German troops attacking our Italian ally.

Its closing verse, translated into English, is as follows :—

"Sons of Germany, the great hour has come.
Neither women nor children must be spared ;
Because the children of the vanquished may some day
vanquish your country.
Forward, shatter, destroy, thrust, burn,
Kill, Kill, Kill, Kill, Kill."

|||

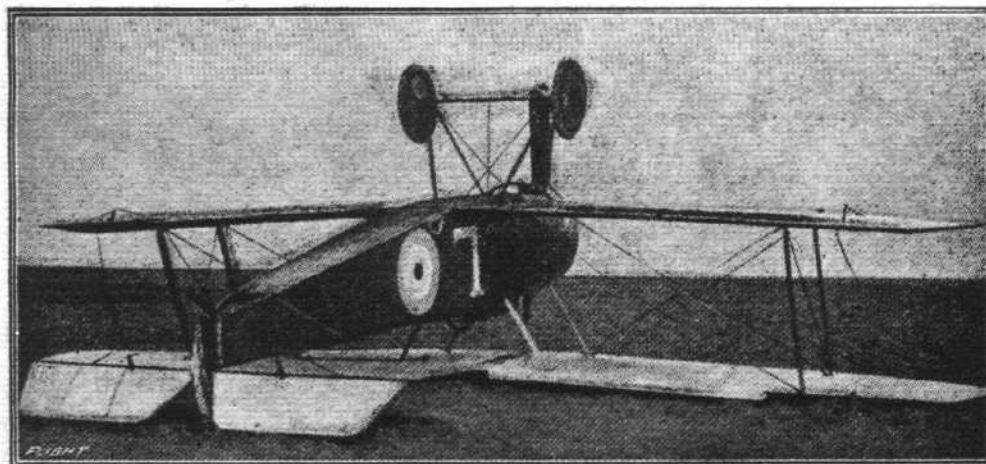
AFTER all, a beam of doubt must arise as to the glory of the promised Heaven, if such co-partnership with the Great Creator of the Universe, as that set up by the Kaiser and his satellites in iniquity, has any meaning at all. Can blasphemy, in all its desperation, descend much lower than the Kaiser's latest reported utterance, given below, when addressing Hun U-boat crews working in the Adriatic ?

"When I now look in your face I do so with a rock-like conviction that this weapon will not rest until the enemy is vanquished. To achieve that, the help of the All Highest is needed, for it goes without saying that such a task is beyond human strength."

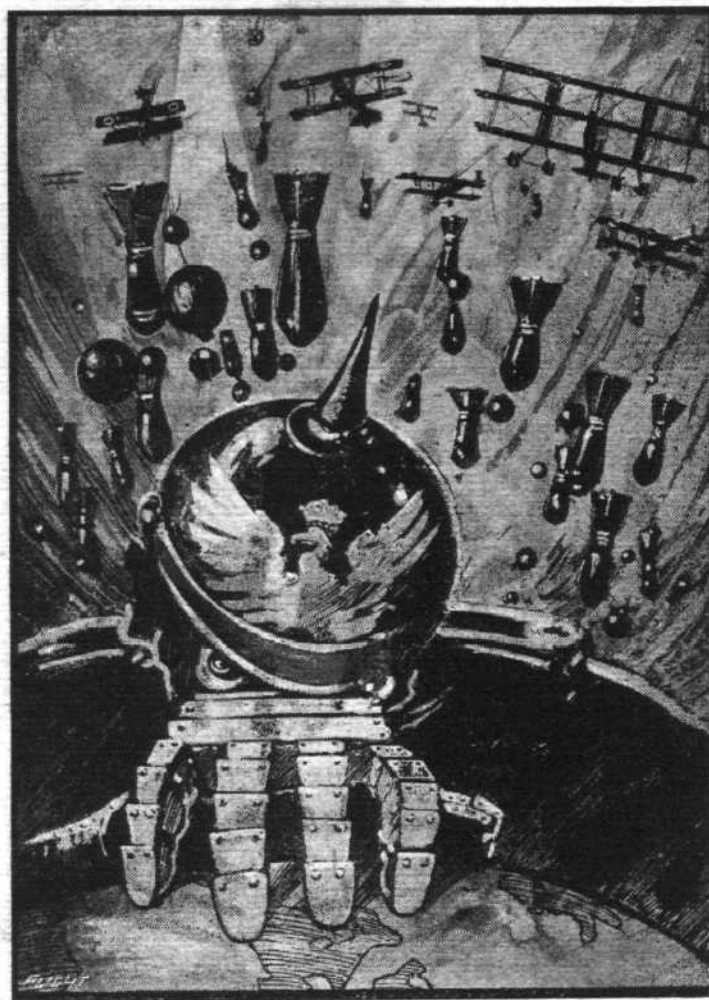
"Lieut.-Captain Vornauld's U-boat has just been able to experience what Heaven's help means. I, therefore, wish for you that you may sober-mindedly and bravely tackle the enemy, and I pray that the blessings of the Most High may descend on your doings."

TRULY the All Highest has well earned the description of Lord Rhondda : "that blasphemous hypocrite, the Kaiser, Satan's Chief of Staff."

AN informal address by "Boyd Cable" at the Overseas



A Sopwith single-seater lands on its back, apparently with never a fracture, after a fight over the German lines.



The only direct way to get at the "Mailed Fist."

Club on November 28th with the title, "With the R.F.C. in the Field," should attract a large audience.

FROM the very nature of their work, very few Flying men but are highly ingenious in ideas. This trait was especially emphasised the other day in the prizes at an Ilford whist drive, organised by the R.F.C., which largely consisted of "gems" made by the men themselves from broken propeller bosses and aeroplane spars.

MR. W. GRAEME ST. CLAIR advocates the use of "Avy" for the Air Force, a word he introduced in the *Singapore Free Press* in 1913.

"Vy?"

PSALM 91 is recommended by a Hertfordshire vicar by way of a sedative to those suffering from air-raid nerves.

IN this issue of "FLIGHT" will be found a breezy resumé of a recent parachute experiment from the Tower Bridge, with the Guardian Angel Parachute. In this connection it may be noted that one of the enactors of this "star turn" was Major T. Orde Lees, R.F.C., a fearless man with strong views and indefatigable perseverance in getting there every time, when he thinks there is good for the Nation in the result. And he has no mean record already to his name.

Major Orde Lees joined the Royal Marine Light Infantry in 1895, saw service in the Boxer rising in China, 1900. Superintendent of Physical Training for the Royal Marines, 1912. He was in charge of the motor sledges in Sir Ernest Shackleton's Trans-Antarctic Expedition and was one of the party marooned on Elephant Island. He transferred to the R.F.C. in 1917. Parachuting under such utterly safe conditions as with the "Guardian Angel," must be but mild excitement after Antarctic experiences.



Casualties.

Lieutenant J. CROMWELL BUSH, M.C., Dorset Regiment, attached R.F.C., reported missing on October 7th, and now reported dead, by a message from an aeroplane, was the eldest son of the Rev. H. Cromwell Bush, vicar of Seend, Wilts. He was born at Salisbury in 1891, and educated at Fritham and St. Edward's Schools. After being in Ceylon and India he obtained a commission in the 5th Wilts Regiment in September, 1914, and went with that regiment to Gallipoli in 1915. He was one of the few survivors of the battalion at Suvla Bay, and was mentioned in despatches and awarded the Military Cross. He was invalided home soon after, and on recovery went to Egypt as A.D.C., but after six months volunteered for the Royal Flying Corps, having received a permanent commission in the Dorset Regiment. He obtained his wings last April, and went oversea almost at once. He had brought down several enemy machines, and constantly led patrols over the line, and had been recommended for a Flight. He was a grandson of the late General Reynell Taylor, C.B., C.S.I., and of Canon Bush, of Duloe, Cornwall. His two brothers are serving.

Lieutenant WILLIAM WETHERALL CHAPMAN, "The Buffs, East Kent Regiment, attached R.F.C., reported missing on October 7th, now reported killed, was the younger and only surviving son of Mr. and Mrs. William C. N. Chapman, Heppington, Canterbury, aged 21 years.

Lieutenant ERIC JOHN HALLIWELL, R.F.A., attached R.F.C., was the elder son of Mr. A. E. Halliwell, of Johannesburg, the well-known South African and International wicket-keeper. He was born in South Africa, but came to England at an early age, and was educated at Haw Bank, Cheshire, and Brighton College, where he took a keen part in all sports, and was a member of the Cadet Corps. He returned to South Africa in 1913, and at the outbreak of war was working on the mines of the E.R.P.M. Company, controlled by the late Sir George Farrar. He was then under 18 years of age, and enlisted in the Transvaal Scottish, with whom he served through the whole campaign in German South-West Africa, obtained non-commission rank, and was present at the final "round-up" at Otavifontein in July, 1915. He then returned to England, arriving in September, 1915, obtained a commission in the R.F.A. (Special Reserve of Officers), and proceeded to France, where he served in various sectors of the front, and was wounded at Calonne (Vimy Ridge) in March, 1916. He returned to the front in November, 1916, and for several months saw much fighting, latterly acting as captain. He then transferred to the R.F.C., reverting to second lieutenant, and after short training, returned to the front as an "observer" at the end of last July. In about a month he obtained his "wings" and promotion to lieutenant. On September 11th he was reported missing, the only news at first being that he was flying a considerable distance beyond the enemy lines and had encountered hostile machines, but a message subsequently dropped by German airmen over our lines, and later the returns for September published in the German press, state that he and his pilot were killed. He was in his 21st year. His younger brother, P. E. B. Halliwell, took part in the campaign in German East Africa, with the 1st South African Horse, until invalided out through malaria.

Lieutenant GERALD CHAPLIN HOLMAN, A.S.C. and R.F.C., who was reported missing on Sept. 17th and is now reported killed (after eight months air-fighting) in an air fight over German lines while leading his patrol, was the only son of the late H. Broughton Holman, and of Mrs. Holman, 16, Wilton Road, Muswell Hill. He was aged 21 years nine months.

Lieutenant ERIC STUART LIVOCK, "Queens'" and R.F.C., who was killed in action on November 8th, aged 22, was the youngest son of the late H. A. Livock and of Mrs. Livock, 31, Broom Water, Teddington.

Lieutenant COLIN GLEN ORR MACANDREW, Yeomanry, attached R.F.C., who was killed in action on October 2nd,

aged 20, was the second son of the late F. G. MacAndrew and of Mrs. MacAndrew, Stewartlea, Ayr.

Second Lieutenant W. R. W. MCCARTHY, Border Regiment, who was killed on November 2nd, was the only child of Engineer Lieutenant W. McCarthy, of the R.N. College, Osborne, and Mrs. McCarthy. Born in China in 1898, he came home for his education to King's School, Canterbury. While there he was two years in the O.T.C., and shortly after the outbreak of war, being just 16 years of age, he enlisted in the Grenadier Guards, where he served as a private for eight months. On the recommendation of the colonel of the reserve battalion, he was gazetted second lieutenant, being appointed to the Border Regiment on May 2nd, 1915. Having spent a year in training in regimental duties with his battalion, he was sent to Egypt, and was attached to the Norfolk Regiment. He was present at the battles of El Arish, Rafa, Wadi Guzzeh, and the first attack on Gaza. He had been accepted for the R.F.C., but rejoined his regiment.

Lieutenant ARCHIBALD WILLIAM BUCHANAN MILLER, K.O.S.B., attached R.F.C. (formerly reported missing, now believed killed), was the younger son of the Rev. T. D. and Mrs. Miller, of Kirkurd, Peeblesshire. He was educated at Fettes, where he acquitted himself with distinction, and played in the Eleven and the Fifteen. He entered Sandhurst in 1914, and was gazetted to a battalion of the King's Own Scottish Borderers. At the age of nineteen he was sent in command of a draft to the Dardanelles. After the evacuation the regiment went to another front, and in 1916 Lieutenant Miller received a commission in the Royal Flying Corps. A brother officer writes of him: "I suppose you know that he was recommended for the Military Cross for doing several good things over the line." Lieutenant-Miller was a grand-nephew of the late General Sir Archibald Galloway, K.C.B. His elder brother, Lieutenant T. A. Grant Miller, K.O.S.B., fell at the landing in Gallipoli.

Second Lieutenant KENNETH LE GAYE MILLS, R.F.C., who died of wounds on November 11th, aged 19, was the younger son of Mrs. Mills and the late Colonel Arthur Mills, solicitor, of Hull, and Registrar of Hedon County Court. He was 19 years of age, and was educated at Beverley Grammar School and Framlingham College. He studied for the Law, and was articled to Messrs. Locking, Holditch and Locking, of Hull. He joined the Artists' O.T.C. in October, 1915, being then 17 years old. Later he was offered a commission in the Grenadier Guards, but, in preference, accepted one in the R.F.C. last February. He obtained his wings in the following June. He joined a squadron at the front in August, and died in a clearing hospital on November 11th, of wounds received five days previously.

Lieutenant WILLIAM JANSON POTTS, R.F.A., attached R.F.C., who was reported missing on September 21st, and is now reported killed in action, was the only surviving son of the late William Potts, Esq., and Mrs Potts, of Sanderstead Hill, and husband of Gladys Isabelle Potts (née Thorndike), of Blackheath.

Second Lieutenant JOHN REGINALD STANHOPE PROUD, R.F.C., killed in an air fight on Good Friday, was 22 years of age, and was the only son of Mr. and Mrs. T. Proud, of Parkfield, Grove Park, Lee, S.E. He was educated at Quernmore School, Bromley, Kent, at Merchant Taylors' and St. John's College, Oxford, of which he was a scholar at the time of the outbreak of war. Second Lieutenant Proud was in the O.T.C. both at Merchant Taylors' and Oxford. He offered himself for service when war was declared, and was gazetted to the R.W. Kent Regiment. Proceeding to France in July, 1915, he was wounded in January, 1916. Shortly after his return to duty he volunteered for the R.F.C. He gained his wings in January of this year, and went to the front in the early part of March. The young officer was recommended for promotion a few days before he was killed in the series of great air-fights which preceded the advance at Vimy Ridge. He was first reported missing.

Second Lieutenant F. J. SHARLAND, R.F.C., who was killed in action on October 24th, was the eldest son of the late Mr. F. C. Sharland and Mrs. Sharland, of Auckland, New Zealand.

Second Lieutenant LEICESTER P. SIDNEY, K.R.R.C., attached R.F.C., was reported missing on October 2nd, and has since been reported killed, aged 24. He was educated at the City of London School, whence he proceeded to the National Physical Laboratory, Teddington, where, by special permission of the Governing Board, he studied in the testing laboratories, under Dr. Stanton, and in the metallurgical laboratories, under Dr. Rosenhain. On leaving Teddington, he spent a year in iron and steel analysis with Mr. F. W. Harbord, and afterwards served for some time in the fitting and pattern shops of the Ebbw Vale Iron, Steel, and Coal Company. When the war broke out he was in the service of Bell Brothers, Middlesbrough, as metallurgist. He enlisted in the first month of the war in the King's Royal Rifle Corps, in which regiment he was given a commission in January, 1915. After serving about 18 months in the trenches, and for some time at home, he transferred to the R.F.C., and was serving, at the time of his death, as an observer.

Second Lieutenant MORTIMER (TIM) WEST, R.F.C., who was killed in action on November 11th, was the youngest son of the late Frederic West and Mrs. West, Shawford Down, Winchester.

Captain NOEL WILLIAM WARDWEBB, M.C., Flight Commander R.F.C., missing on August 16th, and since reported through the Queen Victoria Jubilee Fund Association, Geneva, as killed on that date, was in his 21st year. He was the youngest son of Mr. and Mrs. W. Trego Webb, of 7, Scarsdale Villas, Kensington. He was educated at St. Paul's School, and played for their first Rugby team. In March, 1916, he received a commission in the R.F.C., obtained his wings in June, and went to the Front. In September he was invalided home, and received the M.C., and promotion to Flight Commander. He was then posted to a squadron in England, where he acted as instructor, and during the latter part of the time as squadron commander. Last June he returned to the front to a scout squadron. Soon after his arrival, when out on a practice flight alone, he fought a German two-seater, and forced it down in our lines. He proved himself a brilliant pilot, and had 12 enemy machines to his credit. In July he was awarded a bar to his M.C. On August 16th, when leading his flight on patrol, he encountered a large formation of enemy machines, and was last seen diving on two hostile aircraft.

Second Lieutenant G. M. WILKINSON ("MILES"), D. of C.L.I., attached R.F.C., who was killed in action on October 10th (previously reported missing), aged 19, was the youngest son of Mr. and Mrs. Henry Wall Wilkinson of 14, Creffield Road, Ealing, W.

Second Lieutenant NORMAN ERNEST WILLIAMS, London Regiment, attached R.F.C., joined the United Arts Corps in 1914, in which he specialised in signalling, and the 7th Hampshire Regiment in January, 1915. He became sergeant of the signalling company, and subsequently joined the Inns of Court O.T.C., obtaining his commission in the London Regiment on December 18th, 1915. In October, 1916, he proceeded to the front and saw much active service. He was signalling officer to the battalion in the fight on Messines Ridge, and was highly complimented by his colonel for his valuable work. Last June he was transferred into the R.F.C., and after two months' training returned to the front. His Flight Commander writes:—"While engaged on a mission he was attacked by six enemy machines, and although he and his pilot fought with the greatest skill, bravery and determination, they could not prevail against such overwhelming odds, and they died as they had lived—very gallant gentlemen." Lieutenant Williams was the only son of Mr. E. Croft-Williams, of Newlands Park, Sydenham, and was in his 25th year. He studied for the law with Messrs. J. H. Mote and Son, Gray's Inn, and left this firm of Messrs. Syrett and Sons, Finsbury Pavement, to whom he was to have been articled.

Second Lieutenant WALTER CROOKE, R.F.C., who was accidentally killed on November 12th, aged 18 years, was the elder son of Mr. and Mrs. Walter Crooke, Priors Lee, Shifnal.

Second Lieutenant ROBERT VERNON ELWOOD, R.F.C., who was killed on November 17th, aged 18½ years, was the eldest son of Mr. and Mrs. A. S. Elwood, 35, Matheson Road, Kensington, W.

Lieutenant JOHN AUGUSTUS HARMAN, R.F.C., was the eldest son of Mr. John Eustace Harman, barrister, of Lincoln's Inn,

and Mrs. Harman, of 45, Onslow Square, S.W. He was educated at Edgeborough, Guildford, and at Uppingham School. He came from Ceylon, where he had been on a tea plantation in the summer of 1915, and received a commission in the Army Service Corps, with which he served at Suvla Bay, Egypt and Salonica. At the beginning of this year, he joined the R.F.C., and got his wings in Egypt. He returned home in June, and was attached to a home defence squadron. He was accidentally killed while night flying on November 17th, aged 24. His younger brother, Lieutenant C. E. Harman, was wounded and captured at the battle of Loos in September, 1915, and has since been a prisoner in Germany.

Second Lieutenant JOHN HAROLD KEEBLE, R.F.C., the second son of Mr. and Mrs. John R. Keeble, of Brantham Hall, Suffolk, was killed while flying in Kent on Saturday, October 27th. He was educated at Colchester Grammar School, and Dunheved College, Launceston. He was a keen sportsman and athlete, being captain of the Dunheved College football team and also of the R.F.C. cadet team at Denham. He joined up on March 8th last, and obtained his commission in the R.F.C. on July 21st.

Missing.

News has been received by Mrs. Gubbin of 1, Queen's Avenue, Clifton, that her husband, 2nd Lieut. J. R. F. GUBBIN, R.F.C., and only son of the late Dr. Gubbin, of Redland Road, has been missing since October 29th last. This officer has been doing good service as pilot in Salonica for the past twelve months, and is son-in-law of Mr. H. F. Cooper, Secretary of the Bristol Tramways and Carriage Co., Ltd.

Married.

The marriage of Major C. W. DE ROEMER, R.F.A., attached R.F.C., and Miss AUDREY LIDDELL, took place at St. Andrew's Church, Ashley Place, on November 21st.

On the 17th November, at St. Mary's Church, Taunton, Flight Sub-Lieut. CECIL HAYWARD, R.N., son of the late Mr. Edward King Hayward, of Liverpool, was married to HILDA, elder daughter of Mr. A. E. PERKINS, J.P., and Mrs. Perkins (Taunton), formerly of Cotlake House, near Taunton, and The Knapp, Coombe Hill, East Grinstead.

On November 16th, at Tunbridge Wells, Lieutenant PHILIP JAMES, Canadian Cavalry, attached R.F.C., elder son of JAMES and Mrs. STUART-SMITH, was married to CLAIRE GERTRUDE, eldest daughter of the late CUTHBERT HENRY and Mrs. PALEY, of Hove, Sussex.

The marriage of Captain K. H. RIVERSDALE-ELLIOT, Scottish Rifles and R.F.C., only son of Lieutenant-Colonel C. R. Elliot, late 30th Lancers, and of Mrs. Elliot, to NANCY, second daughter of Mr. and Mrs. C. J. BARRY, of Ardlethen, Hampstead Heath, took place on November 17th, at All Saints' Church, Child's Hill.

At St. Ethelburga's, Bishopsgate, on November 15th, Captain HERBERT SANDFORD WARD, R.F.C., elder son of Mr. Herbert Ward, was married to Miss JOYCE NICHOLSON, daughter of Sir Charles and Lady Nicholson. Captain Ward, who has not yet reached his majority, was shot down over the German lines two years ago, and escaped after five months as a prisoner. Captain Haughton, R.F.C., was best man.

On November 17th at St. Mary's Church, Wimbledon, Flight Lieutenant NORMAN E. WOODS, R.N., younger son of Mr. and Mrs. W. E. Woods, Rangoria, Arthur Road, Wimbledon Park, was married to FLORENCE INNES, youngest daughter of H. J. PERKINS, I.S.O., F.R.G.S., F.G.S., Surveyor-General, British Honduras, and Mrs. Perkins, Dora Road, Wimbledon Park, and grand-daughter of the late Major-General Edward Norman Perkins, Bengal Staff Corps.

To be Married.

A marriage is arranged, and will take place in December, between Captain ERIC SETON COTTERILL, Royal Fusiliers, attached R.F.C., only son of Mr. and Mrs. Cotterill, Dore Moor, near Sheffield, and LALLIE, second daughter of Sir C. ARTHUR PEARSON, Bt.

The engagement is announced between Flight Commander G. H. JACKSON, R.N., son of Mr. R. S. Jackson, J.P., and Mrs. Jackson, of Avondale, Blackheath, and KATHLEEN, only daughter of Mr. T. ROGERS EDWARDS and Mrs. EDWARDS, of Woodland Rise, Muswell Hill.

The engagement is announced of Captain HUMPHREY LLOYD, M.C., 60th Rifles, attached R.F.C., only son of Colonel and Mrs. Wilfred LLOYD, and CONSTANCE, only daughter of Mr. and Mrs. JAMES HOPE LOUDON, Clantigh, Wye, Kent.

THE AIR MINISTRY AND LORD NORTHCLIFFE.

The following letters have been sent to the Press under their respective dates:—

"DEAR PRIME MINISTER, I have given anxious consideration to your repeated invitation that I should take charge of the new Air Ministry. The reasons which have impelled me to decline that great honour and responsibility are in no way concerned with the office which is rightly to be set up. They are roughly as follows:—

"Returning after five months spent in the virile atmosphere of the United States and Canada, I find that, while those two countries are proceeding with their war preparations with a fervour and enthusiasm little understood on this side of the Atlantic; while the United States has instantly put into operation Conscription, over which we wobbled for two years, and is making short work with sedition-mongers; while Canada has already given such proofs of thoroughness as the disfranchisement of conscientious objectors and the denaturalisation of all enemy aliens who have been naturalised in the last 15 years; while we, for our part, are asking immense sacrifices from those peoples—there are still in office here those who dally with such urgent questions as that of the unity of war control, the eradication of sedition, the mobilisation of the whole man and woman power of the country, and the introduction of compulsory food rations. I have had personal experience myself, while in America, of the obstruction and delay in certain Departments in London which, for example, postponed the sending of Lord Reading's vital and most successful mission. I find that the Censorship is still being misused, and that men in various positions of authority, who should have been punished, have been retained and in some cases elevated. The spirit of the men and women of Great Britain is clearly as eager and as splendid as ever. We have, in my belief, the most efficient Army in the world, led by one of the greatest generals, and I am well aware of the fine achievements of many others of our soldiers, sailors, and statesmen, but I feel that in present circumstances I can do better work if I maintain my independence and am not gagged by a loyalty that I do not feel towards the whole of your Administration.

"I take this opportunity of thanking you and the War Cabinet for the handsome message of praise sent to me as representing the 500 officials of the British War Mission in the United States, many of them volunteer exiles. Their achievements and those of their ten thousand assistants deserve to be better known by their countrymen. The fact that their work is not known is due to the absurd secrecy about the war which is still prevalent. Everything that these officials are doing is known to our American friends, and of course to the Germans. I trust I make no breach of confidence in saying that some of the documents which have passed through my hands as Head of the Mission are such as if published would greatly increase our prestige in the United States and hearten our people at home.

"May I also take this opportunity of giving a warning about our relations with that great people from whom I have come? We have had the tragedy of Russia, due partly to lack of Allied propaganda to counteract that of the Germans.

We have had the tragedy of Italy, largely due to that same enemy propaganda. We have had the tragedies of Serbia, Rumania, and Montenegro. There is one tragedy which I am sure we shall not have, and that is the tragedy of the United States. But, from countless conversations with leading Americans, I know that, unless there is swift improvement in our methods here, the United States will rightly take into its own hands the entire management of a great part of the war. It will not sacrifice its blood and treasure to incompetent handling of affairs in Europe.

"In saying all this, which is very much on my mind, believe me that I have none but the most friendly feelings towards yourself, and that I am greatly honoured by your suggestion.

"Yours sincerely,

"NORTHCLIFFE.

"29, Abingdon Street, Westminster, S.W. 1, Nov. 15th."

"DEAR PRIME MINISTER, It ought not to have been left to me to receive from Lord Northcliffe's letter to *The Times* the first intimation that you desire a change at the Air Ministry, and I think in consequence you cannot be surprised to receive my resignation. I hope it will be accepted with as little delay as possible so that the work of the Department may not unduly suffer during the transfer of my duties to my successor.

"When you honoured me in January last by requesting that I should take up the position which I am now resigning, you explained that it was intended that the status of the new Air Ministry then to be formed would be equal to that of the Board of Admiralty and the War Office; that I should find difficulties in co-ordinating the R.F.C. and the R.N.A.S.; that the problem of increasing the supply of aircraft demanded immediate attention; and that it was left to me to report to the Cabinet what the definite duties and responsibilities of the new Ministry should be.

"After full consideration of the situation I was able, within four weeks of my appointment, to submit for the approval of the Cabinet the terms of a Charter agreed upon by the Navy and the Army and the Ministry of Munitions. I had come to the conclusion that the best course to follow in creating an Air Ministry with full control of the Air Forces was to proceed by stages, the first stage being represented by the Charter, whilst the final stage is represented by the Air Force Bill now being discussed by the House of Commons. When this Bill becomes operative the nation will possess an Air Service with full powers—the desideratum expected, and in fact demanded, by the country.

"As for the material results of the year, the devoted work of my colleagues and staff of the Air Board together with the loyal co-operation of the Departments concerned have enabled the effective Air Forces of the Army to be increased threefold.

"Yours sincerely,

"COWDRAY.

"16, Carlton House Terrace, S.W., Nov. 16th, 1917."

Standardisation of Petrol Gauze.

CONSIDERABLE trouble and delay has been experienced in obtaining a regular supply of petrol gauze, primarily due to the fact that Aircraft contractors depended upon importation for the finer mesh required for this very important accessory of aeronautical engines, and it was found that a wide variety of mesh was called for by different manufacturers, although they required the mesh for similar purposes, and, in some cases, it was very difficult to justify distinction. For instance, the difference in the width of the aperture between 200 mesh gauze and 180 mesh gauze is only one ten-thousandth of an inch. There has been a tendency to call for meshes much finer than are justified by the conditions. This has resulted in the use of a gauze which is much more fragile than is necessary or desirable. To overcome this difficulty, the Air Board took the leading manufacturers of wire cloth into consultation, and the Royal Aircraft Factory experts made certain experiments, which has resulted in a standardised gauze being agreed upon. This will greatly facilitate manufacture, and will enable the material to be produced in Great Britain in adequate quantities to meet the demands from Aircraft factories. The gauze will be known as "Air Board Standard Petrol Gauze," and all orders and enquiries should be sent to the Air Board Office, S.(H.A.) 5, Room 609, Strand, W.C. 2.

Fatal Accidents.

LIEUT. W. B. WOODS, R.F.C., was killed on November 11th near an aerodrome in Essex. He was flying a fast single-

seater biplane, and after a series of "banks" and spiral nose-dives appeared to lose control at a height of about 100 feet. At the inquest it was suggested that the pilot fainted.

An inquest was held on November 14th on Lieut. W. Crook and Lieut. J. H. Russell, R.F.C., who were killed through a collision over Wellington on November 12th.

Three machines were flying slowly and well together, but Lieut. Crook was some way behind. The leader of the squadron altered his course slightly, as Lieut. Crook dived to catch up with the rest. Apparently Lieut. Crook failed to notice this change of course, and his dive took him on to the fuselage of Lieut. Russell's machine. Both aeroplanes immediately fell out of control. A verdict of "Accidental Death" was returned.

Lieut. B. Wingford Phillips, R.F.C., and 2nd Lieut. Barr, R.F.C., were killed in a flying accident in a northern town.

2nd Lieut. H. M. Armstrong, R.F.C., and 2nd Lieut. E. Hughes, R.F.C., were killed on November 14th in an aeroplane collision above the railway line between Corstorphine and the Firth of Forth. The machines were flying at a considerable height when they came into collision and took fire.

2nd Lieut. R. V. Ellwood, R.F.C., died at York Military Hospital on November 17th as the result of burns and injuries received in a flying accident near York.

While alighting with an aeroplane in South Lincolnshire Lieut. Robertson, a Canadian in the R.F.C., received injuries from which he died shortly afterwards.

THE AIR FORCE BILL IN PARLIAMENT.

In the House of Commons on November 14th the Chancellor of the Exchequer (Mr. Bonar Law) moved "That the Resolution relative to Air Force [Salaries and Remuneration] may be considered this day as soon as it is reported from the Committee, notwithstanding the practice of the House relating to the interval between the Report and Consideration of such a Resolution."

Question put, and agreed to.

The House then went into Committee on the Financial Resolution.

Motion made, and Question proposed, "That it is expedient to authorise the payment out of moneys to be provided by Parliament of Salaries and Remuneration payable under any Act of the present Session to make provision for the establishment, administration, and discipline of an Air Force, the establishment of an Air Council, and for purposes connected therewith."—[Lord Edmund Talbot.]

Mr. Pringle raised the question of the amount to be paid to the Air Minister, and the Parliamentary Secretary to the Air Board (Major Baird) said the whole question is one of status. For the reason which I gave during the Second Reading Debate, it appears desirable to raise the political head of the new Air Board to the status of the political head of the Army and the political head of the Navy. It is for that reason, and for that reason only, that it has been decided to suggest to the House that the new political head of the Air Board should be a Secretary of State, and his pay that of a Secretary of State.

Lord H. Cecil: There will be a Vote in Supply.

Mr. Sherwell: The Air Minister, under the terms of the Bill associated with this Resolution, is not to have the sole responsibility and the undivided control of the Secretaries of State of which we have experience. He is to have limited control compared with the autonomous control of the two other important Departments of State mentioned. Therefore, he has not the duties and responsibilities of a Secretary of State to carry the ordinary emoluments of a Secretary of State. I have a very disquieting feeling as to the continued evidence on the part of the Government that questions of status and questions of emolument should count for so much in this period of War.

Mr. Pringle: Clause 8 of this Bill provides for the establishment of the Air Council, and Clause 9, Sub-section (2), the portion for which this Resolution is necessary, provides for the payment to members of the Council and secretaries, officers, and servants, of such salaries as the Treasury may determine. What salaries are to be paid to members of the Air Council? Is the Government going to limit the number of members of the Air Council? Are there to be any men with trade interests on that Council? We sometimes have on these Councils men who take no salaries, and I give all credit to them for that, but sometimes they are connected with companies which are working for the Government Department of which they are members. Their refusal of remuneration is patriotic from a superficial point of view, but when we come to subsequent transactions the matter bears a somewhat different aspect.

Mr. Outhwaite: My hon. Friend has referred to the remuneration of members of the Air Council, and I would point out the necessity of getting men of professional capacity who are outside the contracting interests. I have raised the question in the House before, by question, as to the presence on the Air Board of members of firms which are contracting for aeroplane supplies. We must get away from such a system as that. I would be very sorry to see it perpetuated in connection with this new Air Service. I would call it a scandal that there should be men in any way connected with the supply of aeroplanes or anything connected with the Air Service who are themselves connected with firms contracting for supplies at present, and are thus virtually connected with the granting of contracts to their own firms.

Question put, and agreed to. Resolution reported.

Mr. Pringle, Mr. Billing and Mr. Sherwell asked for information as to the number of members of the Air Council to which Major Baird replied: There is no intention on the part of the Government to conceal from hon. Members any information that they may desire to have. That, indeed, would be a very bad way of requiring the House for their indulgence in giving the Committee the two stages to-day, in order that we may get on with the Bill. The whole question turns upon what my right hon. and learned friend said as to what is the proper moment to give this information, and he said that the proper moment was not this one, but on Clause 9 of the Bill. However, I will give such information as in the circumstances is possible. As regards Under-Secretaries, power is taken in this Bill to create a Parliamentary Under-Secretary and a Parliamentary Financial Secretary, but there is no intention at present to appoint the latter, though it may become necessary. Nobody can tell how, eventually, the work of the Air Ministry will develop. At the present moment the work which would normally fall to the Parliamentary Financial Secretary falls within the province of the Ministry of Munitions, the War Office, or the Admiralty, and for that reason there is no intention at present to appoint a Parliamentary Financial Secretary. As to the scale of pay of the Under-Secretaries, we propose to pay them on the same scale as in all other offices; but it is the Treasury that must determine what the pay is to be. We have been working at a scheme of organisation, and we have made proposals with regard to what we consider adequate, based on the scale of the War Office and the Army Council. Roughly, what we propose, therefore, in regard to the Council, is that it shall consist of the Secretary of State, the Chief of Staff, and probably a sub-Chief, who will act in the absence of the Chief, and vice versa. Then we propose that there shall be an officer who shall have the control of the department of personnel, and also an officer to control material, is so far as that is not furnished by the Ministry of Munitions. This officer will take over part of the functions of the General-Director of Ordnance at the War Office. In regard to the Council, I would point out that it would be unwise to lay down a fixed principle in regard to that body, because, for the efficiency of the Service, it might easily be that it would be necessary to increase its number. Then there would be also a Secretary of the Board. Again, land is a question which plays so large a part in the organisation of the Flying Service in regard to aerodromes, and so forth, that it is desirable that these matters should be dealt with as rapidly and as efficiently as possible; and we find it desirable, therefore, to have as member of the Air Council one who will be able to deal with the subject of land. As regards the Ministry of Munitions, I can quite understand the reference that has been made to members of the Air Board who are connected with commercial undertakings, but I wish hon. members would be quite frank in saying what they mean. Do they mean that, when we are asked to deal with a highly technical matter of this kind, on which depend not only the efficiency of this arm of the services but the lives of our airmen, we ought not to be debarred or limited in any direction as regards the selection of men for the work? Nobody would think we were doing right if we did not avail ourselves of the services of those men who are best qualified, whatever their position in life may be, to take charge of this work. Obviously nobody knows better the difficulties and the complications of the aircraft industry than those who are familiar with it. I quite agree that in theory and in principle it may be wise to confine these appointments in time of peace to politicians and people of that kind, but it would be a very great misfortune if we carried that practice into war time.

Mr. Denman: I do not see anything whatever in regard to the payment for land and building and matériel. Am I to understand that the Air Ministry will spend nothing whatever, and that the Ministry of Munitions will supply all matériel needed? Who will be responsible for the expenditure on land and buildings?

Major Baird: I think my hon. friend will find that provided for in Sub-section 4 of Clause 8, which says:

"His Majesty may by Order in Council transfer from the Admiralty or from the Army Council or the Secretary of State for the War Department, to the Air Council or the President of the Air Council, such property, rights, and liabilities of the Admiralty or Army Council or Secretary of State, as may be agreed between the Air Council and the Admiralty, or the Army Council, as the case may be."

That refers to aerodromes and the establishments, ~~we now have~~. The Air Ministry will take them over, but, like everything else, it will be done gradually. With regard to the other point, money will of course be required directly the Air Council is formed, for the purpose of starting it. All that this Resolution seeks to do is to enable the Ministry to be formed, and, when formed, it will come to the House for a Vote.

Mr. Lynch: The words "Air Ministry" are used. Have they any relation to the Air Council?

Major Baird: It is the same thing.

Question put, and agreed to.

The House then went into Committee on the Bill.

[Reference to the actual wording of the various clauses should be made to the Bill as printed on p. 1197 in our last issue.—Ed.]

Clause 1 (*Raising and Number of Air Force*) added to the Bill.

Clause 2 (*Government, Discipline, and Pay of Air Force*).

Mr. Billing: I beg to move a manuscript Amendment, the object of which is to add a new Clause after Clause 1.

The Chairman: We have not got to the new Clauses yet. I will ask the hon. member to move his first Amendment to Clause 2.

Mr. Billing: I beg to move, in Sub-section (1), to leave out the word "discipline."

My object is to secure that the disciplinary measures embodied in this Act should be the same as those which obtain in the Army and the Navy. I fail to see why this power should be given to the Secretary of State, or why the discipline of this force should be dealt with by this Act of Parliament. I would suggest that always in this Bill there is a tendency to vest in the Secretary of State powers which are not usually possessed by Secretaries of State, and to remove wherever possible the control of the House of Commons. I therefore want this word "discipline" struck out.

Major Baird: I think it is essential to keep the word in. The hon. gentleman is in error in thinking that this bill confers greater powers on the Secretary of State than are possessed by other Secretaries of State. The question of discipline in the Air Force has to be provided for in the same way as the King's Regulations provided for it in the Army, and the Regulation will have to be made subject to the provisions of this Act. I think the hon. member will find it absolutely necessary to keep the word in.

Mr. Billing: Am I in error in suggesting to the hon. and gallant gentleman that it would be possible under this Act to alter the discipline of the force without coming to the House of Commons to alter the Act?

Major Baird: The discipline will be subject to the King's Regulations, and any alteration must be reported to this House.

Mr. Billing: Would it be impossible to alter the discipline of this Force without altering either this Act or the Army Act? Would it be necessary to come to this House to do that?

Major Baird: I really think the hon. gentleman is labouring under a misapprehension. The Army Act is to be adapted to this Bill when it becomes an Act, and nothing can be done contrary to this Bill. If the Air Force Bill is passed it cannot be altered without the consent of Parliament; therefore, I think the hon. member's point is met entirely.

Amendment negatived.

Colonel Gretton: I beg to move, in the same Sub-section, to leave out the words, "including any matter."

I want to make it quite clear that the Secretary of State shall not make orders which are not authorised by this Bill. Clearly it would not be wise, nor could it be intended by the framers of this Bill, unless they are trying to deceive the House, that the Secretary of State, by the formality of an Order in Council, shall make orders on any matter at his own sweet will. Is it not clear there is here an extension of powers, which was not contemplated?

Major Baird: My reply to this Amendment is similar to that which I gave to the last. Everything has to be provided for in both directions. It is necessary to be quite certain that Regulations shall not be made that do not fall within the four corners of the Air Force Act, and at the same time the Secretary of State ought not to be hampered with regard to the regulations he may make under the Act. I am afraid the result of the omission of these words would hamper him in this direction. It is absolutely necessary he should have a free hand, but Parliament will still retain complete control by being called upon to sanction the Air Force Act every year.

Colonel Gretton: This is news indeed. The hon. and gallant gentleman has just told us that the Bill is to come up annually for renewal. Does he really mean that? It is an entirely new doctrine that a Secretary of State should be set up to do whatever he pleases without limitation, while he is to be allowed most graciously to do those things which the Act prescribes.

Major Baird: I do not think my hon. and gallant friend can have noticed Sub-section (2) of Clause 12, which provides that the Air Force Act shall continue in force only as long as the Army Act continues in force. Provision is made for amending the Air Force Act automatically with the Army Act, so that there is no question about the Secretary of State having a roving commission. He is confined by the very terms of the Clause under discussion to action by this Act authorised. I think that is quite clear.

Sir I. Phillips: I think the hon. gentleman in charge of the Bill is rather confusing us with his Air Force Act and the Air Force Constitution Bill. When we are faced with two Bills like these and call one an Act and the other a Bill, it is liable to lead to confusion. I think the hon. gentleman might consider whether he cannot invent different names for the two articles which he is presenting to the country.

Mr. Billing: Perhaps the Attorney-General will tell us whether the Bill gives the Secretary of State any powers which other Secretaries of State do not possess?

Sir F. E. Smith: I do not think it gives any powers which other Secretaries of State do not possess, and consequently in my opinion the fear expressed by my hon. and gallant friend is quite unfounded. It is obvious that any Bill of this kind, by reason of its very nature, has to make provision that certain matters shall be dealt with by orders or by Regulations, and this Bill simply contains provisions to that effect. There is nothing unusual in giving these powers to the Secretary of State.

Amendment negatived.

Mr. Billing: I beg to move, in Sub-section (4), after the word "Parliament" ["laid before Parliament"], to insert the words "for confirmation."

I do this because I think hon. members will agree that if this is to be brought before Parliament it should be brought before Parliament for confirmation, as distinct from what has been the custom in many recent acts of the Government, namely, to perform the act, and then to come and say they have done it, instead of first coming to the House and asking permission to do it.

Major Baird: If this Amendment were accepted, the effect would be to make it necessary to pass an Act of Parliament whenever alterations were made in the King's Regulations.

Amendment negatived.

Clause ordered to stand part of the Bill.

Clause 3.—(Transfer and Attaching to Air Force of Members of Naval and Military Forces.)

Mr. Harcourt: I beg to move, in Sub-section (1), to leave out the words "with his consent and subject to the approval of the Admiralty or Army Council (as the case may be)."

In common with, I think, a good many other hon. Members, I was struck on the First Reading, and perhaps not very favourably impressed, by what I should describe as the voluntary and permissive character of the Bill, or what would seem to be such a character if you confine yourself strictly to the language in which it is drafted. At the same time, so obvious is it to every friend of the Bill that it is a conciliation as well as an amalgamation Bill, and so much does it depend on tact, good feeling, and good will, that if the Government, and they alone have full sources of information, tell me that this or any other similar Amendment will make a clumsy and brutal change in the Bill contrary to the whole spirit of the transfer, so anxious am I that the transfer should take place, that I will withdraw it, although I hope more explanation will be given than was accorded to the House on the Second Reading of the Bill. What I desire to point out is that whatever that is, it is not conciliation. It is compulsion, and a very effective form of compulsion. It says, in effect—and I was dealing with the answer which I presume will be made to my Amendment—"Whether you like it or whether you do not, you must come under our umbrella or give up flying." Otherwise why have a Bill?

Mr. Bonar Law: My hon. and gallant friend (Major Baird) at the end of his last speech said a word or two with regard to this Amendment. The basis of this Bill is, in the first place, the determination of the Government that the whole of the Air Services must be treated as one; and, in the second place, it depends on the good will of the two Departments which are now engaged in the Air Services and on their working harmoniously. As regards the first point, the determination that the whole of the Air Services must be treated as one and transferred to the new Department and become a new service independent of either the Admiralty or the Army Council—

Sir I. Phillips: The whole of it?

Mr. Bonar Law: The whole of it—that is the first consideration. The second is that this conclusion was come to, and both the Army and the Navy loyally accepted it, and by accepting it have put themselves in this position, that they have come under an obligation, which I am sure will be carried out, to act in the spirit and to transfer the whole services to this new body as soon as it is possible to set it up. That is the position in a nutshell. This Bill in the middle of war would be absolutely impossible if there was not good will on the part of the two services for carrying on the Air Service. That is the essence of it. Then comes the question of voluntary as compared with compulsory transfer. That deals with two different sets of conditions. The first is the men themselves. I do not think there is any member of the Committee who would want to make it compulsory on the part of pilots in the Air Service to be transferred at this moment.

Sir I. Phillips: Not in war-time?

Mr. Bonar Law: I will give my reason. At this moment, if an officer who is transferred to the Flying Corps were to say, "I prefer to go back to my old Service," he would not be retained, and for this reason: Every Member of the Committee knows that this is a service which, above all others, requires nerve and enthusiasm, and it is quite obvious that no one would retain for a minute a man in this position if the man himself felt that he would rather be in some other position. The experience in this war has shown that instead of people wanting to go out of the Air Service, all the inclination is to remain in. I do think the Committee may be under no fear that we will lose on account of this option being given. If my hon. friend refers to mechanics and people of that kind, there need be no apprehension, since their position is really much better than under either the Army or the Navy. I think the Committee can rely on no loss being sustained on that point. There might be more objection to the right of the Army Council or the Board of Admiralty not to allow particular men to be transferred. I do not think it is unreasonable that both those bodies should have the right in exceptional cases to say that a particular man should be retained in his own Service. I admit at once, if that right were to be exercised to any extent, then the whole object of this Bill would be defeated, and the thing could not be done. It rests, as I have said, on good will. There is not only the determination of the Cabinet, but there is the acceptance of that determination on the part of the heads of the two Services. I am sure the Committee can rely that this is a power which will not be exercised except in most unusual and exceptional cases. If by any chance the Board of Admiralty or the Army Council were to be unreasonable, then the new Secretary of State of the Air Department would have a position of authority equal to theirs, and would have the right to bring the question to the Cabinet, in order to see that his intentions were carried out. I will ask the Committee not to press for this Amendment. All these questions of arrangements have been thrashed out between the three Departments concerned. They formed the subject of a great deal of negotiation. It has been done with the utmost good will on all sides, and I do not think the Committee, without the strongest reasons, should upset an arrangement which has been come to by those engaged in framing the Bill.

Sir I. Phillips: The statement, the very important statement, made by the right hon. gentleman has entirely altered my view of the Bill. I say it is an absurd position, even now, and although I accept what the right hon. Gentleman has said, I think this Amendment ought to be accepted, and that it ought to go out to the country that you are in earnest in your determination that this shall be a great force, and that every man who is in the force now shall come into it. Even now I shall leave this House to-day with a certain amount, not of doubt about the right hon. Gentleman's good intentions, I am quite certain of that, or any doubt as to the members of the Army Council, Sir David Henderson or Commodore Paine, the Fifth Naval Lord, I have no question about those. But you have this large body of men who have certain feelings about this junction between the Army and the Navy, and there are questions of rank. I may say that if you leave it as a voluntary arrangement, I think you will not get over all the men you want.

Even at the last moment I do think the Government are making a great mistake. I think if you asked those gallant men who are going to be your air force, there would be no question of what their answer would be. I think that you are only hesitating over this because you have got old doubts of the Admiralty. How can we help having doubts when we know from the moment this outside agitation began, and a very proper agitation, which compelled the Government to bring in this Bill what the Admiralty did. Why do we doubt their absolute honesty on this matter? What did they do? They started immediately from that moment bringing all the naval officers in the Flying Services a great deal more firmly under the Admiralty. They started making aeroplanes and all kinds of air machines in the dockyards. There was no necessity to do that in any way. They were not doing it before the war. I should like to have that contradicted, but I would even doubt an official contradiction, because my information on the subject is such, that unless I was taken into the dockyard and was assured that those machines were not being made there and could actually see that they were not on the benches, I should doubt, because we all know they are.

Sir H. Norman: I am simply drawing what seems to me the natural inference from what has just been said by the Leader of the House. He spoke of a delicate and difficult arrangement come to between the Government on the one hand and the Board of Admiralty and the Army Council on the other. Is it not a natural inference from that that the Board of Admiralty and the Army Council have agreed to accept the Bill as it is, on condition that these two lines in Clause 2, and the corresponding lines in Clause 8 remain? In regard to these I have

handed in an Amendment. That is to say, they have agreed, provided that the Bill remains of a permissive character. If that be a fair and natural inference, and I think it is, then it is a very, very significant one indeed. The phrase has been used about flying officers "being transferred." I would like to point out that this transference is really only a transference in name. It makes no difference whatever to him personally, except that he will owe allegiance to another Minister of State, and will be under the control of another Minister, instead of the Board of Admiralty on the one hand or the Secretary of State for War on the other. One might almost say that it is a matter of book-keeping, of entries. This transference will make no other difference to him whatever. I think, therefore, that undue importance is being attached to it.

If this agreement has really been come to—we know now that it is, because the right hon. Gentleman has told us so—what possible reason can there be for not putting it in the Bill?

Lord Hugh Cecil: I think the objections to the permissive character in respect of the control of the Army Council and the Board of Admiralty have been completely removed by the important declaration made by the Chancellor of the Exchequer. We have learned from that declaration first, that this Bill is not merely an Air Board Bill, but the policy of the War Cabinet put before Parliament as part of the policy of the War Cabinet; and, secondly, that the Army Council and the Board of Admiralty are obviously—the Government could not have promoted the particular purposes of this Bill unless that were so—consenting parties, and willingly consenting in the public interest.

Surely there is no reason—not the slightest—to anticipate that the Army Council or the Board of Admiralty will use their veto unreasonably. If such a thing happened the War Cabinet, in carrying out their policy, would certainly overrule it.

I am, and always have been, a great believer in voluntary choice. I greatly dislike compulsory service, necessary as it is in time of war, and I believe in many respects we get a much better spirit in the Service if you base it on voluntary choice. The all-important part of the Chancellor of the Exchequer's declaration is that it is the policy of the War Cabinet to make an independent Air Force, and that they are prepared to carry that through by exercising the authority in their hands. That declaration is worth all the compulsory provisions you could put in an Act of Parliament, because it is a declaration made by those who have the power to carry it out, and it is consistent with maintaining an atmosphere of good will between all concerned.

Mr. Macmaster: I characterised this as a permissive Clause, and, to a certain extent, it is; but it is also largely an obligatory Clause, because the word "may" empowers the transference of the qualified officers of the Army and Navy to the new force, always subject to the consent of the individual, and subject to the consent of the Army Council or the Admiralty. In that respect it is permissive—that is to say, the permission of the Admiralty or the Army Council must be obtained, and the consent of the man, before he can be transferred. Is that an unreasonable provision? I think the Noble Lord has made out a very strong case why it is not an unreasonable provision.

On the first view I was rather in favour of the Amendment, but after full consideration I believe that this Clause is a wise Clause and a necessary Clause, and that it does not impair in any respect the vital power of the first Clause of the Bill constituting an efficient Air Force.

Colonel Weigall: The Leader of the House cleared the air considerably by his declaration, but he also added, at any rate to my mind, one further difficulty. He made it absolutely clear that the Air Force was to be wholly separate, and a self-contained, complete force. Agreed. I only rise to ask that one point should be cleared up, and I hope that if this point is cleared up by the Government the efficiency of the force will not suffer. You have already, both here and overseas, an adequate administrative machine. There are now clearly defined commands of the Air Force which have their full and adequate administrative machine. Is it intended to superimpose another self-contained administrative machine? The hon. and gallant member in charge of the Bill informed us that there would be an officer corresponding to the Q.M.G. and the D.G.O. to deal with the administrative service. But I do want to suggest that, in the interests of economy, we cannot spare the extra man-power and the extra money-power for further self-contained administrative machines to carry out these administrative services for a force that will have to be located in a command which already possesses an administrative machine to carry out fully those duties. I realise that, from the point of view of the senior officer in charge of the corps, it would be extremely difficult to draw a line as to where the administration begins and where it ends.

There is only one other point. In his earlier remarks my hon. and gallant friend led us to believe that the acquisition of land for aerodromes and so on was to be handed over to a new officer on the Air Council. I am sure he did not intend that, and why I am so sure is that only this morning, on the sub-Committee of the War Office which is inquiring into naval expenditure, we had a great deal of detailed evidence from Sir David Henderson and Sir Howard Frank, Director of Lands, War Office, and Ministry of Munitions, which was in direct contradiction to the statement made here by my hon. and gallant friend.

Mr. Joynton-Hicks: There is one question I would like to put with regard to the transfer of officers and men. I gather from the statement made by the Chancellor of the Exchequer that everybody serving in the existing Air Forces is going to be transferred to the new force. I want that to be made perfectly clear. I suppose my hon. and gallant friend does accept that view of the Chancellor of the Exchequer's speech. Then I want to go one step further, and to express the hope that, in the event of any officer or man under the preceding part of the Clause desiring not to be transferred, that officer or man will not remain in some kind of ethereal, emasculated R.F.C., but will be sent back to some other section of the Army. I want it to be made perfectly clear that no residuum of a Flying Corps will remain in connection with the Army. My hon. and gallant friend nods approval. That is the only question I desire to ask.

Mr. Lynch: This Clause seems to be the crux of the whole Bill, and, according to the decision that is given, I believe that this Bill will be a great success or a great failure. I differ from the Leader of the House in the view that there is no man who desires to make it compulsory that all men should be transferred. I am one of those who would make it automatic, because the transference does not necessarily mean that any man who is doing good service in the Army or Navy will be removed from the position in which he is doing that service, but it gives power and authority to the new Secretary of State to accomplish the very difficult task that we are now placing before him. Take the matter from another standpoint. I would say that this Bill has been brought into being by a great exterior danger, and what we want is rapidly to form and develop a huge air force, which is capable of meeting the Germans at every point, and not merely holding our own on any front and gaining successes here and there, but developing it to such a degree and with such intensity that once and for all the question of air supremacy is settled so that no German craft can live above the horizon. That is possible only on one condition that the whole of the forces of the country are bent upon it, and that every energy is utilised and every facility given to the man who is to carry it out. If this Bill is made permissive the new Air Minister will have to fight his corner against these influences and powers and the end will probably be a wretched compromise such as the Bill indicates, and, after six months, if the Air Minister happens to be a Member of this House, he will come down here and explain that he has done his best and done all that was humanly possible. You should make this arrangement automatic with the whole service. If the flying man passes under the control of this Council the Allies win, but if you make it permissive the Germans win.

Mr. Billing: I think it is quite unnecessary to give the Air Minister compulsory power to draw in these men. It is not only unnecessary, but it is unwise

and impossible, because if he has these compulsory powers he will be able practically to call up all the officers of the Grand Fleet into the Air Service, and the Admiralty could not refuse to deliver the goods, a thing which I suggested was quite impossible for us to permit.

Commander Bellairs: I do not appreciate the difficulties which the hon. member for East Hertfordshire (Mr. Billing) anticipates with regard to naval officers. I do not see why they should not be transferred. The Clause states that it is for the period of the War or for a period not exceeding four years. They are serving as airmen and there is no reason why they should not serve under the Air Ministry, just as marine officers are lent to the Army, and then come back to the Navy. They will not be injured in any way in their careers. Their natural calling for the War is that of the Air Service.

Major Baird: The hon. member for East Hertfordshire (Mr. Billing) was correct in drawing attention to the fact that if the Amendment were pressed it would enable the Air Minister to lay violent hands upon anybody in the Grand Fleet, and to automatically transfer him to the Air Service without any interference on the part of the Admiralty. It would also enable him to take over a whole battalion of the Coldstream Guards or anybody else in either of those two services. This is not the intention of my hon. friend (Mr. Harcourt), though it would be the effect of the Amendment if it were carried out.

Mr. Harcourt: I specifically said that you must assume that the Air Ministry are reasonable and judicious people.

Major Baird: And that is precisely what I should like to ask to be assumed on behalf of the Admiralty and the War Office. Unless we can assume it, the whole thing will not work. After all, this is the decision of the War Cabinet, and, if the Admiralty or the War Office do not want to carry it out, then the First Lord of the Admiralty or the Secretary of State for War must resign. Is it conceivable, when the Air Minister says that he wants a post captain, who is at the same time a distinguished airman, and the Admiralty says that he cannot have him, and when the War Cabinet says the Air Minister is to have him, that the First Lord of the Admiralty is going to resign? Hon. members have ignored the fact that this Bill has been accepted by all the parties concerned, and that there is every intention of making the thing work well.

I hope that the Amendment will not be pressed. In its present form it would undoubtedly empower the Air Minister to take over a battalion of the Coldstream Guards or to deplete half-a-dozen ships in the Navy of their officers. It would confer those powers, and undoubtedly that is not my hon. friend's intention. I would ask the House to realise this valid reason for agreeing to the condition which safeguards the dignity of the Admiralty and the War Office with regard to their own officers and men. The great work of the Air Service will be engaged with the Navy and the Army. It will be the first duty of the Air Ministry to supply the Navy and the Army with their contingents of airmen and their aircraft. If we start on bad terms with the Navy and the Army there will be opportunities for friction and for difficulties which are really quite unnecessary if we start on good terms with them, and those opportunities should not be given merely in order to satisfy a view which is based on the desire to make the thing more logical. You cannot have everything absolutely logical in war-time.

There is another point which deserves attention. These officers and men in the Navy and in the Army have entered into a contract represented by the Naval Discipline Act and by the Army Act. If those Acts are going to be varied, surely it is only right and fair that all parties to the contract should be consulted and have a chance of giving their opinions. This is a separate force and a separate service, and if you are going to transfer men to it from the Navy and the Army, surely it is only right that the Navy or the Army, as the case may be, should be able to say whether the men proposed to be transferred are indispensable to them or not. Surely the men and officers are equally entitled to say whether they wish the contract that was entered into with them to be varied.

Amendment negatived.

Mr. Billing: I beg to move to leave out the words "and subject to the approval of the Admiralty or Army Council (as the case may be)."

There is an essential difference between these two Amendments, and, after what I have heard from the hon. and gallant Gentleman, I am quite sure that he will be prepared to very seriously consider this Amendment. In opposition to the last Amendment he put forward the objection, which is a very serious one, and which, naturally, I uphold, that it would put it in the power of the Air Ministry to commandeer a regiment of the Coldstream Guards or officers of the Grand Fleet. I feel sure that the hon. Member who moved that Amendment and myself are quite at one in what we are trying to accomplish. We do not wish it to be within the power of the Admiralty or the Army Council to refuse a man permission if he actually wants to join the Air Service.

My contention is that you will find plenty of men willing to join the Air Service, but, on the other hand, a great number of them may be direct entries into the Navy.

This is not a war measure; this is a Bill for the foundation of a Service upon which, in the next two or three years, the very existence of this Empire will depend.

Mr. Macmaster: The effect of the Amendment of the hon. Member is simply to require the Air Council to commandeer any men in the Army or the Navy who is ready to go into the Air Service.

Mr. Billing: No. It is exactly the reverse. It is to give every man a chance of choosing the Service he likes, without interference on the part of the Army, the Navy, or the Air Council.

Mr. Macmaster: If the hon. Member will consider the terms of the Amendment in conjunction with the Clause, he will see that it gives the Air Council the power to commandeer from the Army and the Navy any man who is willing to go. I do not think the Air Service should be discouraged. Everybody should be encouraged to go into it, at any rate those fitted to fill the position of airmen.

Amendment negatived.

Mr. Billing: I beg to move, in Sub-section (1), to leave out the words "not exceeding" ["for a period not exceeding four years"], and to insert instead thereof the word "of."

By this Clause you bind a man to come in for a period of four years, but you do not bind yourselves to keep him for four years. I quite appreciate that it has now become customary that a man shall serve for three years or the duration of the war, whichever be the longer. If this were a war measure pure and simple, I should not have put down this Amendment, but in view of the fact that this is a measure which, I trust, is drawn up to encourage the creation of an Air Service, I hold that the contract that is binding on one side should be binding on the other.

Major Baird: I am afraid I cannot accept the Amendment. The period not exceeding four years is put in to keep the Bill in line with the conditions that obtain now for men engaged in the Air Service. The hon. Gentleman's suggestion that we should give an undertaking to keep a man for four years is not reasonable.

Mr. Billing: You might just as well say that it is impossible to sign on a soldier in the Army or take on a man in the Navy. You have opportunities of satisfying yourself whether or not a man is capable. Indeed, you have infinitely more opportunity in this case than in the others.

Lord H. Cecil: I do not think the hon. Member quite understands his own Amendment. The omission of the words "not exceeding" would have this consequence, that any officer who was attached to the Air Service would always have to be attached for four years, neither more nor less. A more absurd arrangement could not be conceived. After a very little practice his nerve might be broken, and he might be quite useless for the Air Service.

Mr. Billing: Surely the noble Lord is aware that there are other people besides pilots in the Air Service. There is a vast personnel. Does he suggest that all the rank and file of the Air Service should be in the air from day to day?

Major Baird: I think the hon. Member has omitted to notice one thing. He is talking as if this were a permanent condition. When a man permanently adopts the Air Service he is transferred. When he is attached we propose that it shall be for a period not exceeding four years.

Mr. Billing: Are we to understand that the principle on which this Council is going to work is to try to avoid enlistment as much as possible and to encourage attachment? This is a most unfortunate Clause which permits of attachment, because it is going to lead to the very abuse which this House a little time ago was very anxious to prevent, namely, that this should be made a temporary measure, and that the force should consist of naval and military officers temporarily lent for the purpose.

The Chairman: That does not arise here.

Amendment negatived.

Mr. Billing: I beg to move, in Sub-section (1), to leave out from the words "Provided that" to the end of the Sub-Section.

By these two provisions you put it in the power of the Service to take a man away and transfer him for three months against his will, and if at the end of three months he still does not like it he can go back again. That is a way of toying with a man which should not be introduced into a serious measure. You must either make it compulsory or not compulsory. You might as well introduce a Conscription Act for conscripting the men of this country, and after you have enrolled them all in the Army, give every one three months to make up his mind whether he wants to be in the Army or not. This must be cleared up now.

Commander Bellairs: May I invite the hon. and gallant gentleman to explain what will be the effect of the Chancellor of the Exchequer's promise in regard to these two paragraphs?

Major Baird: These two paragraphs are put in with this object. Paragraph (a) is to enable an existing officer to be transferred without his consent, leaving him the right, by a subsequent provision, to be placed in the same position as if he had refused to transfer. That applies to people who may be serving on distant stations. A man serving at the Cape may not be in a position to say he does not want to be transferred. He may have been transferred by his unit being taken over. Take, for instance, the case of a unit of the R.F.C. serving in Mesopotamia being transferred. They carry on and do their duty exactly the same as if they were members of the R.F.C., but an officer or man may say: "I do not want to transfer to the Air Service, but to go back to my regiment." Paragraph (a) gives him the power to do so. Let me lay stress on the statement of the Chancellor of the Exchequer, which will be endorsed by every man who knows anything about the Air Service. It is perfectly useless to try to take men into the Air Service who do not want to be there. This is merely for the purpose to give a man who would be automatically transferred with his unit, and who is too far away to communicate, three months in which to say he does not want to be transferred, and in that case the transfer will be annulled. The object of paragraph (b) is to secure that the transfer shall not affect their length of service. The first proviso is necessary as a matter of administrative convenience, and it seems right that men should have an assurance, definitely set out in the Bill that no person transferred to the Air Force under the provisions of this Section shall be liable to serve with the Air Force for any longer period than that for which he would have been liable to serve had he continued in the force from which he was transferred. I explained that on the Second Reading. I cannot accept the Amendment.

Sir I. Philipps: No one, I know, has suggested that men who are not in the Flying Service should compulsorily be put there. All we wish is that those men who are in the Flying Service should remain in it. Anyone who has had control of large bodies of men knows that this is a very dangerous Clause. The one control you have over your men is that they cannot down tools. If you down tools in the Army it is death.

Mr. Harcourt: I wish to enter a caveat against the proposal that the whole service, whether it is the Flying Service or the Anti-Aircraft Service will have to go for a period of three months without knowing whether individuals are to remain or not. I think that is a very serious point.

Colonel Gretton: This Bill provides a free will and voluntary joining of the new Air Force by any officer or man. No officer or man is to be compelled against his will to join. If for any reason after he has joined the Air Force he does not wish to go to Mesopotamia, or he does not wish to be sent to, or to take service on any of the fronts in which the War is being waged, he is given the option under this Sub-section, within three months of receiving an order to go to any of those fronts, of giving notice under the Act and of saying, "I will no longer be a member of the Air Service." By so doing he escapes performing that service which for some reason or another he does not wish to perform. That is destructive of discipline. It is a serious position and one which the Government could not have contemplated when they inserted this Sub-section in the Bill. I appeal to the Government to give this matter further consideration and not press it to a decision until they have consulted their adviser.

Lord H. Cecil: It seems to me to be the simplest way to provide that everyone whom the Air Council transfers or attached, as the case may be, shall be deemed to be transferred or attached unless he objects. That saves a vast amount of correspondence which would be necessary if you had to write round to each individual officer and man and ask his consent. If he is to be left the option of objecting, how long is he to be given in which to object? He must be left a reasonable time, and he must be left a time sufficient to cover the longest case. It does not seem to me that three months is too long a period. It is merely a matter of machinery, and I do not see how you can deal with it in any other way than the one proposed.

Mr. Macmaster: This Sub-clause certainly gives these men the right to "down tools," and to withdraw from the Air Service after preparations and arrangements have been made upon the assumption that they would remain. I think that weakens the first portion of the Sub-clause, because it provides for attaching those at present in the Air Service to the service. I think this Sub-clause in its operation will be attended with some danger.

Major Baird: We have already agreed that a man may not be taken without his consent.

Mr. Macmaster: From the Regular Services.

Major Baird: This is merely a proviso to do away with the necessity of obtaining every man's individual consent. The man is transferred, but if he does not want to be transferred he will say so. We take it the man agrees to be transferred unless within three months he gives notice that he does not want to be transferred. As to the dangers pointed out by the right hon. and gallant gentleman (Sir I. Philipps), that would be a great danger, but what is the position? The man who leaves the Air Service has got to go back to the trenches, where his pay is a great deal less. The proposal in this Sub-section is necessary from the administrative point of view. You have either to obtain every man's individual consent or you have to take it for granted that the man has consented unless he expresses his dissent. The reason for putting in a long period is because there are men now serving in the Air Force who will be transferred automatically who are serving in distant parts of the world, where it is impossible for them to communicate at short notice with the authorities at home, and this was the only method that occurred to us for safeguarding the rights of men who are not to be taken without their consent. You must either take them with their consent or you must take them without their consent, and in the latter case this Clause would be unnecessary.

Mr. Billing: Why not take them without their consent for the duration of the War? The hon. and gallant member says that this is only a war measure.

Major Baird: No; I do not say that.

Mr. Billing: Does not the hon. and gallant gentleman appreciate that if it is done in this way the utmost chaos will arise?

Is it proposed to consult all these officers and men who are accessible before they are transferred, or are we to transfer them piecemeal almost without any consultation whatsoever, and to provide that only those who squeal will be let out again? If the hon. member is familiar with the feeling in the services he will find that it is by no means unanimous. There are some men who are fully out for the new Imperial Air Service. There are other men who are definitely opposed to a third service, and there are some who want to remain in the Navy and others who want to remain in the Army. There is no unanimity of feeling, and if you take them all piecemeal and say that the ones who squeal can come out you will find that at the end of three months you have hundreds or thousands, perhaps ten or twenty thousand men, who for personal reasons want to come out.

General Hickman: The hon. member may make himself perfectly easy about that. The matter is quite clear. A man may not like to serve, and he will not have to serve; but he can be attached. If the military authorities want a man they can always attach him to the Service, as long as they like. There is no difficulty at all. The hon. Member is only obstructing business by raising unnecessary points.

Sir I. Philipps: The hon. member for Chertsey has made quite clear what has been the difficulty all through. That is that the first part of the Clause deals with the Army and the Navy for all time. Clause 3 Sub-section (1) is for all time. The previous Clause is only a temporary arrangement, as long as there is a R.F.C. and a R.N.A.S. There we are getting this very serious position, that there is a possibility of a large number of His Majesty's troops in the field downing tools under an Act of Parliament. It is a national risk that you should have many tens of thousands of men—I do not know the strength of the Flying Corps, but it is that—it is all the anti-aircraft defence alone. The Chancellor of the Exchequer told us that the whole of it was coming over—

Major Baird indicated dissent.

Sir I. Philipps: If he did not say that, I certainly misunderstood him. My words to him were "Do you mean the whole of it?" and he said "the whole of it." This Bill deals with anti-aircraft artillery. Until we get to know what the Government mean we cannot decide. I hope that before Report stage this Clause will be so amended as to remove the danger to which I have referred.

Mr. Harcourt: Do I understand my hon. and gallant friend to say that they would take the anti-aircraft men?

Major Baird: The hon. member will see in paragraph (a), "The R.F.C. or any unit of the Naval or Military Forces engaged in defence against aircraft which is designated by the Admiralty or the Army Council for the purpose."

Sir I. Philipps: The Chancellor of the Exchequer said the whole of them.

Major Baird: He said the whole of the Flying Corps. The anti-aircraft men do not belong to the Flying Corps.

Mr. Billing: The airships and the R.N.A.S. do not belong to the Flying Corps.

Major Baird: I would ask my hon. and gallant friend, who seems to anticipate some misfortune occurring as the result of this three months' notice, how are you to give a decent opportunity to men who are serving far off without it? You will see the words of the paragraph, "within three months from the time when he receives notice of such transfer or attachment."

Sir I. Philipps: It does not matter where he is serving. It is three months after he gets transferred.

Major Baird: I was only explaining why we put this in. If we had not put in three months then there would be a grave injustice to the men who might not like to come over yet, owing to the conditions in which they were serving, and had not had an opportunity of taking advantage of the provision in their favour. If a man refuses to transfer to the service of the R.F.C. he cannot be made, but he is at once at the disposal of His Majesty's Government for military service, whereupon he is trained as an infantryman. It is not reasonable to suppose that a man earning high pay and doing interesting work is likely deliberately to sacrifice those advantages, and also many other advantages attaching to his position, in order to go on to the barrack square as an infantryman at a very much lower rate of pay. I will look into the thing, of course, but I really do not think there is much substance in the point.

Mr. Watt: May I ask the Under-Secretary for War, who has had a legal training, how is he to prove the day on which a man receives notice in Mesopotamia? It may be a minor point from what day the three months is to start, but it will give rise to a great deal of ill-feeling, confusion, and discontent.

Major Baird: I would suggest that that also would be settled in the Orders.

Mr. Billing: Why cannot the Orders, now that this Service is proposed, say that if a man is going to enrol he should advise his Commanding Officer, and then you would start off with the knowledge of what you have got.

Amendment negatived.

Mr. Harcourt: I am not completely satisfied with the explanation of the Government with regard to taking over the anti-aircraft guns. The R.F.C. does not control the anti-aircraft guns. I have been an officer in the Anti-Aircraft Gunnery for the last three years, and I have been under naval control. Is it proposed to take over the anti-aircraft guns and units so far as they are considered necessary for the proper conduct of operations, or are the War Office independently to supply such anti-aircraft defence?

Major Baird: The hon. Member's own experience shows the varying conditions under which anti-aircraft guns are controlled. They are either in close conjunction with the Force of the R.F.C. or the R.N.A.S. The matter is one which has to be considered on every occasion. It is a matter of convenience and efficiency in discharging its functions.

Question, "That the Clause stand part of the Bill," put, and agreed to.

Clause 4.—(Rights of Officers.)

Sir F. Smith: I beg to move, after "1707," to insert the words "or any similar enactment."

Mr. Pringle: Will the right hon. gentleman explain what is the meaning of this Amendment?

Sir F. Smith: This matter is governed by an Irish Statute of George III., and the Amendment, therefore, becomes necessary.

Amendment agreed to.

Clause, as amended, ordered to stand part of the Bill.

Clause 5.—(Application of Military Service Acts, &c.)

Mr. Billing: I beg to move, in Sub-section (1), to leave out the words "be liable to" ["to be liable to be transferred"], and to insert instead thereof the words "subject to his consent."

The reason why I move this Amendment is that I do not think that the Army Act or the Naval Act permits the Army or the Navy to call the man up for the Army or the Navy and then to transfer him either from the Army to the Navy or from the Navy to the Army. As I understand, if a man goes into the Navy, as a stoker or a plumber, or any other particular position, he has a right to say that he will go into that position. This Clause, however, proposes to give power to insist that when the man is called up he shall become a member of the Air Service, or to insist that a man shall be taken from the Army or the Navy and forcibly put into the Air Service.

The Under-Secretary of State for War (Mr. Macpherson): I hope my hon. friend will not press this Amendment. A man is liable to be drafted into the R.F.C. under the Military Service Act, 1915, and I think it is much better that the man should not be given the option as to the Service he would desire. It might happen that a man with mechanical skill was required either in the Air

Service or some other branch of the Service, and it is essential that we should have the power, as now, to order the man who enlists to any arm of the Service.

Amendment, by leave, withdrawn.

Clause ordered to stand part of the Bill.

Clause 6.—(Air Force Reserve and Auxiliary Force.)

Mr. Billing: I beg to move, in Sub-section (1), after the word "of" ["unit of the Territorial Force"], to insert the words, "the Royal Naval Volunteer Reserve or of."

I think most Members will appreciate that members of the Royal Naval Volunteer Reserve have as much right as Territorial officers to the advantage which this Clause affords. Territorial officers have become flying officers in the R.F.C., and this Clause gives them certain advantages which I say should be equally extended to the men of the Royal Naval Volunteer Reserve.

Mr. Macpherson: Perhaps my hon. friend will not press this Amendment at the present moment. Before the Report stage my hon. and gallant friend will say whether he can accept it or not.

Major Baird: With regard to the Royal Naval Volunteer Reserve, I am informed that there is no Royal Naval Volunteer Reserve serving as a unit, and, therefore, the Amendment would not be applicable.

Amendment negatived.

Clause ordered to stand part of the Bill.

Clause 7.—(Consequential Amendments of Naval Discipline Act and Army Act) ordered to stand part of the Bill.

Clause 8.—(Establishment of Air Council.)

Mr. Billing: I beg to move, in Sub-section (1), after the word "members" ["Air Council and of other members"], to insert the words, "it shall include a Director of Operations, a Director of Air Defences, a Director of Construction, a Director of Personnel, and a Director of Equipment, all of whom shall be appointed by Letters Patent under the Great Seal."

With regard to the suggested method of appointment, I am following the precedent which is adopted in the case of Lords of the Admiralty. With respect to the Amendment generally, I think the composition of the Council and the various positions to be filled should be specified. The House ought to know what is to be the composition of the Air Council and who it is proposed to appoint. At the present moment there is no information offered us at all as to who is to be concerned in the work or what appointments are to be made, and I submit to this Committee that it is quite in order that this stipulation should be made in the Bill, that a director should be appointed who shall be directly responsible for operations, that one shall be appointed who shall be directly responsible for the air defences of the country, and that there shall be Directors of Construction, Personnel, and Equipment. I want the Bill to state definitely that these appointments shall be made, and I would like to know from some member of the Government what objection there is to the introduction of these words.

Major Baird: For reasons I gave earlier in the day, it would be impossible to lay down the exact appointments that are to be made. We cannot tie ourselves down either to their number or designation, but I can assure the hon. Member that the ground he refers to will be fully covered by the appointments made.

Amendment negatived.

Mr. Billing: I beg to move, at the end of Sub-section (1), to insert the words, "Provided that the number of members so to be appointed shall not exceed nine."

I submit that this is a very necessary Amendment, because I think it would be a very good thing for this House to exercise its power of limiting the dimensions of this Council. This is the only opportunity the House will have of limiting the number of the Council. I certainly do not see why there should be more than nine members.

Commander Bellairs: I should like briefly to support the hon. Member in his Amendment to limit the number of Members of the Council. I think it would be a very sound thing to get the principle established of small numbers.

Mr. Watt: It is wise, I think, to restrict the number of the Air Council to a figure such as nine. It is neither too large nor too small, it will enable the Council to find the necessary Under-Secretaries of State, and there will not be more than nine of them, we hope. I cannot see any objection that the Government can have to this number being the maximum.

Major Baird: I do not quite follow what there is in the magic figure nine; or why nine should be exactly right?

Commander Bellairs: An outside limit.

Major Baird: Yes; but the point is that there is no intention whatever of reaching nine. I hope to goodness we shall not reach nine; but there is this possibility: You cannot tell, until you get at the work, how much it will have to be sub-divided to secure efficiency; and it is also possible that, aviation being, from an Imperial point of view, as important a matter as it is likely to be in time of peace, it will prove desirable to have members from the Dominions as members of the Air Council. I hope the Committee will not press this Amendment, because I do not think there is anything very desirable in limiting the Council to a purely arbitrary figure which may be unnecessarily large at the present time—it does appear unnecessarily large at the present time—but in regard to which if it is not large enough, it will be rather unwise to have to come to the House of Commons to extend it. I can assure the Committee that every-one of us who is concerned with the drawing up of this scheme for the working of the Ministry is fully alive to the importance of having the Air Council as small as possible, and that we shall draw our rules in accordance with that view. I think, however, it would be a mistake to limit ourselves to the number laid down, the exact virtue and value of which, I confess, is not apparent to me.

Mr. Hogge: I do not think we have had a sufficient reply from the Government in regard to the numbers that ought to compose this Council. I think we ought to hear from the Government what the Bill as it stands really allows them to do. The suggestion that it does not admit of the admission of Imperial representatives is, of course, a foolish one, because, before that could be done, we should require to have an Imperial Conference, to draft an Imperial constitution, and to have Imperial control not only of the Army and Navy, but of the Air Service, before you could have any representative control of a Committee of this kind.

Lord H. Cecil: It would be unwise to make a hard and fast limit to the Air Council, which would last for ever, and with regard to which we can really hardly tell—I am speaking of future years—how the Air Force will be developed.

Commander Bellairs: I do not think there is much substance in what has been advanced by the Government about the Imperial representatives. We have had great Armies from Canada and Australia and have not put members of those countries on the Army Council; neither have we found it necessary on account of the Australian Navy to put an Australian representative on to the Board of Admiralty. It is a far more important matter to establish the principle of limiting the number.

Question put, "That those words be there inserted."

The Committee divided: Ayes, 8; Noes, 117.

Mr. Pringle: I beg to move, at the end of Sub-section (1), to insert the words "provided that no member of the Council shall be financially interested in any undertaking which supplies aeroplanes, aeroplane engines, or parts thereof, to the Government."

The Committee will remember that in the course of the discussion of the Financial Resolution this afternoon I referred to the possibility of members of the Air Council being so interested as is described in the terms of my Amendment. I then suggested that it was an extremely bad thing from the point of view of public service that members of the Air Council, even although they gave their services gratuitously in that position, should be interested in undertakings which

were contracting with their Department. We all know the stringency of the Rules which relate to Members of Parliament having contracts with His Majesty's Government. During the course of the present War, however, the stringency of these rules has to some extent been relaxed. It has been felt that the nature of the national emergency is such that a rule of this house which is absolutely sound in ordinary times should not be rigidly adhered to. We know that in connection with the Munitions Department there have been men employed in official positions who have been interested in undertakings which were contracting with them. I do not allege that as a result of these arrangements any abuses have arisen. At the same time, the existence of these arrangements has in some cases given ground for suspicion.

There is another point of the very greatest importance to the Air Service. That Service, as we all know, is one which is specially in an experimental stage. We are all desirous of seeing improvements made in the machines at the service of our flying men. We desire, in view of their safety, and for the offensive qualities of the machine, that they should have machines of a higher fighting quality than those to which they are likely to be opposed. If, however, you have on your Air Council men who are financially interested in the production of existing machines, and to whom the scrapping of the existing type and the substitution of the new type would mean a very considerable loss, there is always the risk, under these circumstances, that the new machine, however admirable and useful it may be, or likely to turn out, however simple its construction, may not have a fair chance when it comes to be tested for the purpose of decision. These are dangers against which we should take every measure to guard.

Major Baird: The Amendment on the Paper appears reasonable, and on general grounds it would be difficult to withstand it. I would like to point out quite frankly that if this Amendment is accepted two gentlemen who had rendered greater service to the Air Service than any other two individuals alive would not be qualified to sit on the future Air Council. If it were only in order to be able to avail ourselves of the services of these two gentlemen, I should certainly think it worth while to resist this Amendment. With all that the hon. member says about having people sitting in judgment upon their own designs I quite agree, but this only shows a lack of knowledge of the system under which the designs are selected. The Air Board has in its employment a designs, or technical, department, and they act on its advice. The hon. member never insinuated that it would be done deliberately—he admitted it would only be done unconsciously—but even if it were possible for a member of the Board who happened to be interested to some extent in the manufacture of aircraft to find himself biased in favour of his own manufacture as against that of some other man, he would be only one on the Board. Obviously, the last thing that any man would do would be to bring forward something in which he was personally interested. The danger would rather be that he would hesitate to bring forward some invention in which his firm was directly interested.

Mr. Billing: It is not what he brings forward; it is what he turns down.

Major Baird: It is precisely the same thing.

Mr. Billing: No; it is exactly the opposite.

Major Baird: A thing cannot be turned down until it has been brought forward. If it is brought forward, it is either accepted or turned down. The important thing is that it should be brought forward, and that the Board should have at their disposal, and should thoroughly study, the inventions and ideas of the whole country. The danger which the hon. member fears does not exist and it would be extreme folly to deliberately deprive ourselves of the services of two men who, I repeat, have rendered greater service to aviation than any other men in the country. Let it be remembered that with the spread of aviation and the manufacture of aircraft it is extremely difficult to find any big engineer part of whose works are not engaged in the manufacture of some part of an aeroplane. That is precisely the case of the firm which the hon. member has in mind. A certain part of the works in which two members of the Air Board are interested are devoted to the manufacture of aircraft and air ranges. It is not the whole part of their business, but to-day so widespread is the manufacture of aircraft that if we accept this Amendment we exclude ourselves from the employment of almost any big engineer. We cannot afford to do that.

Mr. Pringle: He could easily part with his shares and put them in War Loan.

Major Baird: Surely it is not reasonable to expect a man to cut himself entirely adrift from his own business?

Mr. Pringle: Lord Rhondda gave up his directorships.

Major Baird: That may be, but I do say that you cannot call upon a man when taking on a Government job—the Government may be short-lived—to entirely cut himself adrift for that period from his own business.

Mr. Hogge: He has got to do it now.

Major Baird: Yes, in times of peace.

Mr. Pringle: Lord Rhondda has done it.

Major Baird: That may be, but it is an understood thing that a man does not abandon his interest, although he does abandon actual participation, in what is known as his private business.

Major Baird: I do not think it is necessary to pursue this subject further. You run no danger with the type of man you are going to employ or the kind of man who would be asked to sit on the Council, and it would certainly be taking an altogether disproportionate view of the needs of the situation and the best means of meeting them if we were to exclude ourselves from the right of inviting the services of anybody in a position to render services to the country.

Sir I. Philipps: Here we have a member of the Government telling us that the people employed by the Air Council, the greatest Service that we have got, are to be those who have private interests in other matters. It is absolutely unheard of. It has been unheard of in the Admiralty and in the Army, and I believe the result of the introduction into His Majesty's Forces of such a principle would be quite impossible.

Mr. Billing: May I ask the hon. and gallant gentleman whether he is going to carry this matter further, as he has so far committed the Government? Are we to understand that a man with shares can occupy a position on the Council and that a man on the Council without shares can buy them? You cannot say that one man on the Council shall be a holder of shares and that another man on the Council shall not. To carry the thing further, there is nothing to prevent the officers appointed to the Council taking large interests in aeronautical firms.

Mr. Harcourt: I really must join other hon. members in what I think is a vital question in protesting against the *obiter dictum* which fell from the Treasury Bench that no man, whether he be an officer or a civilian, can be supposed, even in time of war, to understand a subject unless he is financially interested. That is one of the most extraordinary statements to which I have ever listened in the House of Commons.

Mr. Pringle: When the Air Board was set up I do not believe a single Member of the House imagined for a moment that men who were directly interested in factories producing aeroplanes were going to be made members of that Board. It is true that after the Bill was passed two gentlemen were appointed members of the Board who were so interested. They are men of great distinction in that particular line of business. The situation is altogether objectionable from the point of view of the standards hitherto prevailing.

Major Baird: It is quite obvious, after the strong views that have been expressed in regard to this Amendment, that it is impossible to dispose of it by a simple negative on the part of the Government. Nothing has surprised me more than to find that I was apparently enunciating a new principle in the statement which has evoked so much discussion. It is not a new principle, because in answer to a question at least six months ago I gave definitely the information that two members of the Air Board were connected with the trade. Of course, in time of peace, that would be impossible, and I agree that in time of war, on

general grounds, it would be far better perhaps if we had not to do it. In view of the very strong feelings expressed in all directions in the Committee, I should be glad if the hon. Member (Mr. Pringle) would allow me to bring this matter up again on the Report stage. Obviously, in view of the action of the Committee, I want to guard myself against the accusation of having announced a new principle. I repeated precisely what I stated six months ago, and everyone accepted it.

Amendment, by leave, withdrawn.

Sir F. Banbury: My hon. and gallant friend earlier in the afternoon said that he would make a statement either on the Financial Resolution or on Clause 8 as to the salaries to be paid to members of the Air Council and the numbers of that Council. That has not been done, and as this is the opportunity for him to do it, I would ask him if he would make that statement.

Major Baird: It may not be a solution of the case, but I promise that the whole matter shall be fully gone into with a view to satisfying the House on the Report stage. I did this afternoon on the Report stage of the Financial Resolution give such information as I had with regard to the proposed composition of the Air Council.

Sir F. Banbury: What about salaries?

Major Baird: It is proposed that the salaries of the President of the Air Council, who will be a Secretary of State, and of the Under-Secretary, shall be the same as the salaries of Secretaries of State and Under-Secretaries.

Sir F. Banbury: There will be other members.

Major Baird: The salaries of the members of the Air Council as a whole will be fixed by the Treasury. Our suggestion is to submit to the Treasury proposals for a scale of salaries in accordance with the rank of the officer occupying the position on the same basis as the salaries paid to the Army Council. The Treasury has not approved that proposal because it has not yet been submitted, but obviously this and a great many other points have been worked upon, and that is one of the proposals which we intend to make.

Clause 9.—(Staff, Remuneration and Expenses.)

Mr. Billing: I beg to move, in Sub-section (2), to leave out the word "Treasury" and to insert instead thereof the word "Parliament."

This is another case in which I think Parliament should have something to say in reference to the salaries paid. I understood that we were going to have an opportunity of having something to say in reference to the other salaries, but it appears that that is not going to be the case. Under this Bill the Government are reserving the right to appoint as many officers as they like and, through the Treasury, to award any salaries which they think fit, and this House is to have no control. I propose this Amendment so as to give Parliament the opportunity of determining the salaries which these officials shall be paid, because there are so many of them.

Major Baird: I am sorry that I cannot accept this Amendment. The Clause is drawn according to constitutional practice, leaving these matters to be determined by the Treasury. This does not affect the control of Parliament, with which rests the voting of the money required to pay the salaries. Unless the money is voted, the salaries cannot be paid. It is always open to the hon. gentleman, when the vote comes up, to ask what salaries are being paid. It is customary for the Treasury to suggest the payments, and it is possible for Parliament to reduce them. I do not think that the hon. gentleman need be afraid of losing control.

Mr. Billing: Do I understand that when the Vote comes up it will be possible to have officers removed? Is it not the general principle to reduce the salary of the Chancellor of the Exchequer, which is 4000 a year, by £5, or something like that?

Lord H. Cecil: The Amendment, in its present form means that you would have to have an Act of Parliament for every official, covering all the officials you appoint. You would have to have the Act set out in a Schedule of another Act of Parliament.

Mr. Billing: If this Amendment were carried, and it was necessary to obtain Parliamentary sanction, the Government would have to answer to Parliament for his actual appointment. All I am trying to do is to endeavour in some way to arrest the wholesale creation of officials who are quite unnecessary.

Amendment negatived.

Mr. Billing: I beg to move, in Sub-section (2), after the word "Parliament" ["provided by Parliament"], to insert the words "to the President of the Air Council an annual salary of £5,000."

The reason I move the Amendment is that the Government has practically assured us that the salaries are to be on the same scale as in other Departments, and I do not see why these words should not be inserted in the Bill. Perhaps the hon. gentleman who is piloting this measure, or one of his friends on the Front Bench, will say whether he has any objection to accepting this Amendment as it stands.

Major Baird: I have already stated to the House that it is the intention that the salary will be the same as to other Secretaries of State. But it may be that the scale of their salaries may vary, and it is only right that the salary in this instance should also vary. I do not think the Amendment is desirable.

Mr. Billing: A Secretary of State's salary is identical with that of the First Lord of the Admiralty and the Secretary of State for War, and, if they are the same, they should remain so. All I am anxious to do is to be assured that the salary of the Secretary of State for the Air Service shall never be less than that of other right hon. gentlemen.

Major Baird: I will state for the third or fourth time that the scale of salaries to be paid will be the same as is paid to other Secretaries of State.

Amendment negatived.

Clause ordered to stand part of the Bill.

Clause 10.—(Style, Seal, and Proceedings of Air Council) ordered to stand part of the Bill.

Clause 11.—(Provisions as to Sitting in Parliament.)

Sir F. Banbury: I beg to move to leave out Sub-section (2).

Ninety members of the Government, I think, is almost enough, but by this Bill we are now going to add three; but that does not make it 93, because, as I understand, the President of the Air Board, or whatever his title may be, will become, or somebody else in his place will become, President of the Air Council, I am not quite sure; but if he should go to some other and more exalted position, the number would still remain at 90. If my Amendment is carried, it would add nothing to the number of 90, and even that number is unnecessary. My hon. and gallant friend informed us that it was proposed to appoint a Financial Secretary, though not at once. If that be so, I think he can give no valid reason for refusing my Amendment.

Major Baird: I gladly acknowledge the assistance which the right hon. baronet has given me and I regret I am unable to accept his Amendment. The whole object of this Bill is to make the organisation which is to deal with the Air Service equal in all respects with the established organisations associated with the Navy and the Army. But it is not contemplated to appoint the Financial Secretary until the Under-Secretary is so over-worked that it will be necessary to give him assistance. We think, however, the proposal should be part and parcel of this Bill, and that we should not be under the necessity to come down to this House later on and ask for powers to make the appointment. I trust my right hon. friend will extend his kindness a little bit further and not press his Amendment.

Sir F. Banbury: I am obliged to my hon. and gallant friend, but I will not withdraw the Amendment, as I would prefer to have it negatived. We are told it is not proposed to appoint this additional Under-Secretary, although power is asked to make the appointment, and that the reason for asking it is to

be found in the wish to place the Department on a similar basis to the Admiralty or the Army. I do not think that that is a good reason.

Major Baird: I have said there is no idea of appointing this Financial Secretary until the Under-Secretary is completely overworked.

Amendment negatived.

Further Amendment made, in Sub-section (3), leave out the word "the" ["in addition to the"], and insert instead thereof the word "an."—(Major Baird.)

Clause, as amended, ordered to stand part of the Bill.

Clause 12.—(Application of Army Act to Air Force.)

Colonel Gretton: I beg to move, in Sub-section (1), after the word "Force" ["be cited as the Air Force Act"], to insert the word "discipline."

This is quite a simple matter of drafting. I propose that the Act referred to at this point in Sub-section (1) shall be called the Air Force Discipline Act. We are in this dilemma, as was pointed out earlier in the debate, that the whole of this Bill is called the Air Force Bill, but that in Clause 12 it is intended to set up an annual Act, to be renewed in the same way as the Army Act, to carry forward the rules of discipline and the regulations affecting discipline and other matters of that kind, in the same way as is done with the Army Act. There would be the greatest possible difficulty in differentiating between the whole Bill, which sets up the Ministry, in its organisation and matters of that kind, and the limited Bill, which has to be renewed yearly in the same way as the Army Act. I therefore propose that the smaller measure, which is subject to annual renewal, should be called the Air Force Discipline Act. There is, of course, an alternative. It might have a different name, and be called the Air Force Council Bill; but clearly some step has to be taken to differentiate between the whole Bill and the limited part. I think it would be convenient to call it the Air Force Discipline Act.

Major Baird: I hope my hon. and gallant friend who has moved this Amendment will not think it unreasonable if I ask permission to consider it. I have only at this moment heard of it, and perhaps he will allow me to bear it in mind and have it examined with a view to dealing with the matter on Report?

Amendment negatived.

Amendment made: At end of Sub-section (2) insert the words, "And during the present war the number of the forces mentioned in the preamble to the Army Annual Act shall include the number of the Air Forces."—(Major Baird.)

Mr. Billing: I beg to move, in Sub-section (3), to leave out the words, "subject to such modification and exceptions as His Majesty in Council may declare to be necessary for adapting the same to the Air Force."

The reason I move this Amendment is that there seems to me considerable licence allowed in this Bill for all sorts of changes. The Bill says, "Such modifications and exceptions as His Majesty in Council may declare to be necessary for adapting the same to the Air Force." Earlier in the Bill power has been taken, in Clause 2, to alter discipline by Orders in Council, and perhaps the hon. and gallant Member will explain why it is necessary again here. Why should modifications and exceptions be made in all these matters purely by Order in Council? I do not know whether there is any other method of doing it which is more constitutional.

Major Baird: If the hon. Member will look at Part II. of the First Schedule he will see the kind of modification which is meant. If you accept the principle of the Army Act, it is necessary to have some such provision as this in order to carry out the necessary modifications. The word "soldier" does not cover "airmen" and "airmen" does not cover "soldier."

Amendment, by leave, withdrawn.

Clause, as amended, ordered to stand part of the Bill.

Clause 13.—(Application of other Acts.)

Mr. Billing: I beg to move, at the end, to insert the words "for confirmation before being enforced." This is similar to an Amendment I moved previously. It seems to me to be rather useless to lay those Orders in Council before the Houses of Parliament if the matter is purely formal. If there is any meaning in doing so I think the House should have the right to say whether it approved or not.

Lord H. Cecil: This is purely a provision for making these Orders in Council known to Parliament. They are made for the information of Parliament and do not require confirmation.

Amendment negatived.

Clause ordered to stand part of the Bill.

Clause 14.—(Short Title) ordered to stand part of the Bill.

New Clause.—(Power to Alter and Revoke Orders.)

Orders in Council, Orders, and Regulations made under this Act may be varied and revoked by subsequent Orders in Council, Order, and Regulations made in like manner.—(Major Baird.)

Brought up, and read the first and second times, and added to the Bill.

New Clause.—(Air Council not to Order or Conduct Warlike Operations.)

The Air Council shall not order warlike operations or make war by itself, but the Air Council shall transfer and attach to the naval and military forces of the Crown such corps, units, officers, and men of the Air Force as may be determined in consultation and agreement with the Board of Admiralty or the Army Council, or both of them, and the Board of Admiralty and the Army Council may attach and transfer such corps, units, officers, and men to any part of the force subject to their orders, respectively.—(Colonel Gretton.)

Brought up, and read the first time.

Colonel Gretton: I beg to move, "That the Clause be read a second time."

This Clause, and the one following that I have on the Paper, are different parts of the same large and wide subject. Hitherto the Air Board has been a Board of Supply. This Bill is drawn in such a way that it is by no means clear that the new Air Ministry is intended to be limited to supplies. There is to be a Secretaryship of State set up with a complete Council, and there is nothing in the Bill, as it is drawn, to prevent this Department being set up as a separate War Department, conducting operations of war independently, it may be, of either the Army or the Navy. If that is intended by the Government it is quite

clear that some explanation should be given. If the Air Ministry is intended to have its own leaders and to be under the command of its own officers, subject to the general direction of strategical operations, if we are going to have a new division in future, instead of talking of the Army and Navy we shall talk about the Army, Navy and Air Service. It is by no means clear what the operations of the Air Service are, or what, in fact, is being handed over to the new Air Board. We gather that aeroplanes and all the necessary administration and repairs of those aeroplanes are to be handed over to the new Air Board. It is not clear whether dirigible balloons, or any developments of that kind, are going to be handed over to the Air Board. It is not at all clear whether anti-aircraft defences, whether stationary or moveable, are to be under the Air Board. Surely if you are defending or attacking it is necessary that all the means of defence should be under the general direction of one man and one control. Nothing could be worse in war than divided control. It is very necessary that this matter should be cleared up.

I draw attention to another aspect of the Bill as it stands. There is nothing to prevent—and certain expressions used on behalf of the Government to-day lead us to expect it is intended—that an Air Force shall be employed from time to time at the direction of the civilian Government—this Air Council—independently of either Army or Navy control.

Mr. Billing: I should like to oppose this new Clause, and it seems to me to be practically a negative. We are going to all this trouble to introduce a Bill for the purpose of doing a definite thing, and the hon. and gallant member is proposing what seems to me to be a negative to the whole Bill. One thing that is essential is to have one supreme command outside the Army and Navy. There is one point which I have persistently made in this House and it is the necessity of getting this one control, and in creating this great Air Service not to trespass on the essential section of aviation which has directly to do with the Navy and the Army.

Sir F. Smith: My hon. and gallant friend (Colonel Gretton) is fully entitled to have his views on military subjects considered, because for a good many years he has given a good deal of time and consideration to these matters, and that at a time when such consideration was not as fashionable as it is to-day. At the same time he must really do the Government the justice to suppose that this Bill has not been introduced without constant weekly and daily discussions between the best brains of the War Office, the best brains of the Admiralty, and the best brains of the infant Air Service. These problems have been considered, received, and discussed, and re-discussed. It is not saying, I hope, anything in any way offensive to my hon. and gallant friend if I tell him that neither the Army Council nor the Admiralty want this Amendment.

This Bill is the result of an agreement between the Army Council, the Admiralty, and the Air Board as to the functions which shall be allotted to this new Air Council. I, for one, can hardly conceive anything more insane than that this House of Commons, in the day in which the term "amateur strategist" is already open to a considerable degree of obloquy—and if we presume to describe ourselves as strategists we must rightly agree that we are all amateur strategists—I cannot conceive any way in which the House of Commons could cover itself with greater ridicule than when the most distinguished officers of the Army and the most distinguished officers of the Navy have come to an agreement that we should take it upon ourselves to give directions to these Departments which do not correspond to their desires and do not correspond to this Bill, which represents their desires. I do not believe that the House of Commons will do anything so foolish. I attempted to explain in my speech on the Second Reading that it is intended, and clearly intended, that when the new Air Ministry has discharged its function of making provision both for the Army and the Navy, and when it has lent a contribution, if I may use a non-military term, either to the Army or the Navy, while that contribution is serving in either the Army or the Navy it must be in military subordination to the force to which it is lent. To lay down more would be absurd; to lay down less has never been attempted. I hope the Committee will not accept the new Clause.

Colonel Gretton: I understand now that the Air Service, acting with the Army, will be under Army orders in general combination for military purposes, and the same as regards the Navy. That is entirely satisfactory, and what I anticipated. What I want to ascertain, and what the Attorney-General has avoided answering, is, Is it intended that the Air Council shall retain under its own control and its own command, and send forth for operations of war, any portions of the Air Force, or is the Air Force to be at the disposal of the naval and military authorities and will not make war on its own account? That really requires answering.

Sir F. Smith: The hon. and gallant gentleman is entitled to assume from what I said exactly what I said, and nothing further. I said when contributions were made, either to the Army or Navy, they would be under the command of the Army and the Navy. If there remain independent operations which do not take place because specific contributions have been made either to the Army or the Navy, these will take place under the direction of the Air Ministry, and the most distinguished soldiers at the War Office have assented to and recommend that course to the House of Commons.

Colonel Gretton: The Attorney-General assures us it has the highest military sanction, and I take it that includes naval sanction. I put down these two new Clauses for the purpose of eliciting information. The matter requires some little delay, and will be brought up again on Report. I ask leave to withdraw.

Motion and Clause, by leave, withdrawn.

First and Second Schedules to stand part of the Bill.

The Chairman: Amendments to the Title can only be made if it is necessary to bring the Title into accordance with the Bill. No Amendment has been made in the Bill at this stage requiring that to be done.

The Chairman: The question is, "That I report the Bill, with Amendments, to the House."

Question put, and agreed to.

Bill reported, as Amended, to be considered upon Friday.

AVIATION IN PARLIAMENT.

Air Services Organisation.

MAJOR D. DAVIES in the House of Commons on November 13th asked the Under-Secretary of State for War whether the new scheme for the reorganisation of the Air Services provides for any system of correlation between the defensive operation of aeroplanes and other flying craft and that of the anti-aircraft batteries and guns in this country; and whether it is proposed to place both of these Departments under the same administrative control?

Mr. Macpherson: The hon. and gallant member will see that these matters are dealt with in the Air Force Bill now before this House.

Enemy Air Raids (Compensation).

MR. TILLET asked the Chancellor of the Exchequer whether the scheme recently announced for compensation for damage due to enemy air raids includes compensation for damage to furniture or other personal effects and also for personal injury?

Mr. Bonar Law: The scheme in question deals only with damage to property, including furniture and personal effects. As regards cases of personal injury, I made a full statement as to compensation in reply to the hon. member for East Edinburgh on the 28th June last, and I am sending the hon. member a copy.

Aircraft Manufacturers.

SIR HENRY COWAN on November 15th asked the Parliamentary Secretary to the Air Board whether he has any information showing that a ring has been

formed by aircraft manufacturers with the object of keeping up the prices of aircraft material?

Sir W. Evans: I have been asked to reply to this question. The answer is in the negative.

Reprisals.

COLONEL C. LOWTHER asked the Prime Minister whether he can now announce any definite policy with regard to the adoption of reprisals against air attacks upon our unfortified towns, seeing that several air raids have been carried out with impunity upon London and the Eastern Coast since his announcement of the adoption of a policy of reprisals?

Mr. Bonar Law: I can add nothing to the previous statements on this subject.

Colonel Lowther: Can the right hon. gentleman say why no reprisals have been undertaken on German towns, bridges, or forests as a direct answer to the two last raids on London?

Mr. Bonar Law: If the hon. and gallant member will look at the newspaper reports, he will find that there have been air operations on German towns, but much depends upon the weather, and I think there is a danger that our airmen may undertake these operations at a time when they ought not to do so.

Mr. Pringle: Will the right hon. gentleman see that no airmen are withdrawn from more necessary work in order to carry out these raids?

Mr. Bonar Law: I have already said many times that the Air Service is used as our advisers consider best.



Royal Naval Air Service.

Royal Flying Corps (Military Wing).

London C

London Gazette Supplement, November 14th.
The following appointments are made:—
Squadron Commander.—Temp. Capt. J. B. Quested, M.C., Gen. List, from a Flight Comdr., and to be Temp. Major while so employed: Oct. 27th.

A. Adam, Canadian Exped. Force; 2nd Lieut. J. F. MacKinnon, S.R., from a

Flying Officer (Ob.), seniority from Feb. 23rd. 2nd Lieut. K. A. Seth-Smith, North'd. Fus. (Lieut., S.R.), from a Flying Officer (Ob.), seniority from March 6th. Temp. 2nd Lieuts. (on prob.), Gen. List, and to be confirmed in their rank:—H. P. Studdard, B. W. St. J. Mildmay; Oct. 18th. 2nd Lieut. (Temp. Lieut.) A. C. Hendry, M.C., Gord. Highrs. (T.F.), from a Flying Officer (Ob.), seniority from Nov. 17th, 1916; Lieut. A. Goby, Canadian Exped. Force; 2nd Lieut. F. M. Corry, Notts. and Derby R. (T.F.), from a Flying Officer (Ob.), seniority from Aug. 26th, 1916. Temp. 2nd Lieuts. (on prob.), Gen. List, and to be confirmed in their rank:—W. G. Francis, H. C. Vizard, W. F. Kendall, S. L. Symondson, R. B. Brookes, H. W. L. Saunders, V. T. Kelly; Oct. 19th. Temp. 2nd Lieut. (Temp. Lieut.) F. M. C. Houghton, Gen. List, from a Flying Officer (Ob.), seniority from Sept. 27th, 1916; 2nd Lieut. (on prob.) L. W. Boland, S.R. Temp. 2nd Lieuts. (on prob.), Gen. List, and to be confirmed in their rank:—M. S. Mackay, G. G. W. Petersen, L. J. V. Staden, C. R. Thompson, R. T. Mark; Oct. 20th. Lieut. C. F. Falkenberg, Canadian Exped. Force. Temp. 2nd Lieuts. (on prob.), Gen. List, and to be confirmed in their rank:—W. B. Pilling, A. Bevan; Temp. 2nd Lieut. T. T. Shipman, York. R., and to be transfd. to R.F.C., Gen. List; Lieut. T. L. Tibbs, Canadian Exped. Force, from a Flying Officer (Ob.), seniority from March 25th; 2nd Lieut. H. L. H. Boustead, Essex R., and to be sec'd. Temp. 2nd Lieuts. (on prob.), Gen. List, and to be confirmed in their rank:—L. R. Fox, T. C. Moore, C. K. Oliver, A. S. Hanna, B. L. Norton, W. K. Fenn-Smith, D. E. Webb; Oct. 21st. J. C. Williamson, 2nd Lieut. (on prob.) C. A. Bissonett, S.R. Temp. 2nd Lieuts. (on prob.), Gen. List, and to be confirmed in their rank:—W. R. Murray, W. F. Poulter; Lieut. R. F. Dunnett, M.C., Worc. R., S.R., and to be sec'd.; Oct. 24th.

Equipment Officer, 1st Class.—Temp. Lieut. H. A. Whelen, Gen. List, from the 2nd Cl., and to be Temp. Capt. whilst so employed; Oct. 15th.

General List.—To be Temp. 2nd Lieuts. (on prob.).—Hon. Lieut. E. W. C. Catling, late Lieut., North'd. Fus.; D. L. Morter, late Temp. 2nd Lieut., E. Surr. R.; C. B. Southey, late Temp. Capt. Rif. Brig.; C. D. Neale, late Temp. 2nd Lieut., Worc. R.; E. C. Stanners, late 2nd Lieut. attd. R. War. R., S.R.; H. V. Bevis, late Capt., R.E. (T.F.), P. A. Edmonds, Cdt. A. P. Wollett, from R.F.C.; Nov. 16th.

London Gazette Supplement, November 16th.

The following appointments are made:—
Officer in Charge of Records.—Lt. Lieut.-Col. W. E. S. Burch, ret. pay, and to be Temp. Col. whilst so employed; Aug. 2nd.

Staff Officers, R.F.C., 2nd Class (graded as a Brigadier-Major).—Temp. Capt. W. B. Adams, Gen. List, from the 3rd Cl. (graded as a Staff Capt.); Oct. 25th. **3rd Class (graded as Staff Captains).**—Capt. R. B. C. M.T. de Poix, Norf. R. (T.F.), from an Adj., R.F.C.; Oct. 25th. Temp. Lieut. (Temp. Capt.) C. C. Treant, N. Lan. R., from an Adj., School of Mil. Aeronautics, and to retain his temp. rank whilst so employed; Oct. 28th. Temp. Capt. E. N. E. Waldron, Gen. List, from an Adj., R.F.C.; Nov. 1st.

Group Commander.—Capt. (Temp. Lieut.-Col.) U. J. D. Bourke, Oxf. and Bucks L.I., from a Wing Comdr. and to be Temp. Col. whilst so employed; Nov. 1st.

Squadron Commanders.—From Flight Comdrs.—Major S. Hutcheson, Ind. Inf.; May 12th. Lieut. (Temp. Capt.) D. Joy, S.R., and to be Temp. Major whilst so employed; Sept. 18th. Lieut. (Temp. Major) G. S. M. Ashby, R.A., from a Chief Inst. (graded as a Sqdn. Comdr.), School of Mil. Aeronautics, and to retain his temp. rank whilst so employed; Sept. 22nd.

Flight Commanders.—From Flying Officers, and to be Temp. Capts., whilst so employed.—Temp. Lieut. H. H. W. Bean, Gen. List; Oct. 27th. Lieut. A. R. E. Henley, R. Scots (T.F.); Oct. 31st. 2nd Lieut. (Temp. Lieut.) R. Reeder, Manch. R. (T.F.); Nov. 1st. Temp. 2nd Lieuts. T. C. Thomson, Gen. List; R. C. Davies, Gen. List, and E. P. Wilmot, M.C., Gen. List, 2nd Lieut. A. H. Dalton, Hrs.; Nov. 2nd.

Flying Officers.—Temp. 2nd Lieuts. (on prob.), Gen. List, and to be confirmed in their rank:—F. R. Hunt; Aug. 7th. G. P. Bradley; Aug. 29th. D. C. M. Brooks; Oct. 16th. R. Foster; Oct. 17th. G. L. Newman, R. L. McK. Ross, T. G. Shaw, G. D. Fleming, A. F. White; Oct. 18th. The appointments of the following Temp. 2nd Lieuts., Gen. List, are antedated as follows:—C. Allen, to Oct. 13th; E. G. Findlay, to Oct. 15th; S. F. Pickup, to Oct. 19th; L. E. Collins, to Oct. 20th. Temp. 2nd Lieuts. Res. Regt. of Cav., transfd. to R.F.C., Gen. List:—H. A. Grover, G. Hood; Oct. 13th. The name of Lieut. W. McLea Walbank, Canadian F.A., is as now described, and not as in *Gazette* of May 25th.

Group Instructor in Gunnery (graded as a Flight Commander).—Lieut. (Temp. Capt.) M. D. G. Scott, N. Lan. R., S.R., from a Flight Comdr.; Nov. 1st.

Equipment Officers, 1st Class.—From the 2nd Cl., and to be Temp. Capts. whilst so employed:—Lieut. C. St. Noble, S.R., Lieut. H. L. Saunders, S.R., Lieut. W. H. Smith, S.R.; Oct. 25th. Temp. Lieut. R. Cadman, Gen. List, 2nd Lieut. (Temp. Lieut.) C. A. Cuthbert, S.R.; Nov. 1st. 2nd Cl.—Temp. Lieut. J. Walker, attd. R. Fus., from an Equipment Officer, 3rd Cl.; Oct. 10th. 3rd Cl.—2nd Lieut. E. Laurie, S.R., from a Flying Officer; July 31st. The notification in *Gazette* of Aug. 24th regarding Temp. 2nd Lieut. E. A. Laurie, attd. Glouc. R., is cancelled.

General List.—Temp. 2nd Lieut. J. H. A. Deeper resigns his commission; Temp. 2nd Lieut. L. E. S. G., Lord Garvagh, relinquishes his commission on account of ill-health, and is granted the hon. rank of 2nd Lieut.; Nov. 17th. To be Temp. 2nd Lieuts.:—L. Cpl. A. C. Reed, from M.G. Sqdn., N. Zealand Mt. Rif. Brig.; Aug. 5th. L. Cpl. T. L. Steele, from M.G. Sqdn., N. Zealand Mt. Rif. Brig.; Aug. 7th. 1st Cl. Air Mech. D. P. Cameron, from R.F.C.; Aug. 26th. Qr.-Mr.-Sgt. P. Geach, from R.F.C.; Sept. 23rd. Temp. Sgt.-Major M. B. Fitzgerald, from R.F.C.; Oct. 18th. H. C. Nelson to be Temp. 2nd Lieut. (on prob.); June 29th.

Memoranda.—Officers holding temp. commissions who have been transferred from regts. or Corps to the Gen. List, for duty with R.F.C., are now transferred to Gen. List R.F.C., retaining their present seniority. Temp. Sgt.-Major H. J. Payne, from R.F.C., to be 2nd Lieut., for duty with R.F.C.; Oct. 18th.

Supplementary to Regular Corps.—F. E. Spain to be 2nd Lieut. (on prob.); July 14th.

London Gazette Supplement, November 17th.

Special promotion for services in action.—Acting Flight Comdr. R. Graham to be Flight Comdr.; Oct. 20th.

The following appointments are made:—
Brigadier-General, R.F.C. Staff (graded as a Brigade-Commander).—Major (Temp. Lieut.-Col.) J. G. Hearson, D.S.O., R.E., a Wing Comdr., and to be Temp. Brig.-Gen. while so employed, vice Major (Temp. Brig.-Gen.) G. Livingstone, C.M.G., London R. (T.F.); Oct. 28th.

Flight Commander.—Temp. Lieut. F. Nuttall, Gen. List, from a Flying Officer, and to be Temp. Capt. while so employed; Oct. 7th.

Flying Officers.—Temp. 2nd Lieut. T. P. Isaac, Devon R., and to be transfd. to R.F.C. Gen. List; Aug. 15th. Temp. 2nd Lieut. H. V. Caunt, attd. W. York. R., and to be transfd. to R.F.C. Gen. List; Aug. 20th. 2nd Lieut. C. S. Wells, Lond. R. (T.F.), and to be sec'd.; Aug. 27th. Lieut. R. de la Bere, E. Surr. R. (T.F.), and to be sec'd.; Aug. 30th. Lieut. P. A. E. Naylor, Rif. Brig., S.R., Lieut. D. B. Aitken, Sea. Highrs., from a Flying Officer (Ob.), seniority from June 18th (Sept. 3rd). Capt. J. G. J. Kilkelly, R. Muns. Fus.; Sept. 11th. Capt. C. Fawcett, R. Suss. R. (T.F.), from a Flying Officer (Ob.); Sept. 14th, seniority from Dec. 4th, 1916. Temp. Lieut. J. J. McKenna, R. War. R., and to be transfd. to R.F.C. Gen. List; Sept. 17th. Temp. 2nd Lieut. W. R. Bailey, Gen. List; Temp. 2nd Lieut. (on prob.) A. M. G. Cosgrave, Gen. List, and to be confirmed in his rank; Sept. 30th. Temp. 2nd Lieut. L. A. Herbert, Gen.

List; Oct. 5th. Temp. 2nd Lieut. A. N. Stratton, Gen. List; Oct. 9th. Temp. 2nd Lieut. (on prob.) H. B. Free, Gen. List, and to be confirmed in his rank; Oct. 12th. Temp. Lieut. R. F. H. Norman, Leic. R., and to be transfd. to R.F.C. Gen. List; Oct. 13th. 2nd Lieut. E. S. Garner, Manch. R., and to be sec'd.; Oct. 16th. Temp. Lieut. L. H. Jones, Gen. List, from a Flying Officer (Ob.), seniority from Oct. 31st, 1916; Lieut. H. W. Brighton, Can. Exped. Force; Temp. 2nd Lieut. (on prob.) W. A. Roberts, Gen. List, and to be confirmed in his rank; Oct. 17th. Lieut. R. M. McDonald, Can. Gen. List, from a Flying Officer (Ob.); Oct. 18th, seniority March 20th. Temp. 2nd Lieuts. (on prob.) Gen. List, and to be confirmed in their rank:—W. J. Pitt-Pitts; Oct. 18th. R. F. Freeland, Lieut. C. McEwan, Can. Exped. Forces; Oct. 19th. Temp. 2nd Lieut. (on prob.) C. Eaton, Gen. List, and to be confirmed in his rank; Oct. 20th. Temp. Lieut. J. G. Walser, M.C., Gen. List, from a Flying Officer (Ob.); Oct. 21st, seniority from Feb. 10th. Temp. 2nd Lieut. (on prob.) W. E. Durant, Gen. List, and to be confirmed in his rank; Oct. 22nd. Temp. 2nd Lieuts. (on prob.), Gen. List, and to be confirmed in their rank:—J. F. Cheesman, J. E. Jones, C. B. J. Gledhill; Oct. 23rd. R. F. Mullins; Temp. 2nd Lieut. T. Capps, Res. Regt. of Cav., and to be transfd. to R.F.C., Gen. List; Temp. 2nd Lieuts. (on prob.), Gen. List, and to be confirmed in their rank:—H. J. Curtis, R. C. Winn, J. C. Green; Oct. 24th. W. M. R. Gray, A. K. Lomax, H. J. Macdonald; Oct. 26th.

Flying Officers (Observers).—2nd Lieut. G. Rooney, R. Ir. Fus., S.R., and to be sec'd.; Sept. 15th, seniority from June 13th. Temp. 2nd Lieut. T. C. Stuart, attd. Gord. Highrs., and to be transfd. to R.F.C. Gen. List; Sept. 28th, seniority from July 28th. 2nd Lieut. J. H. Young, Lond. R. (T.F.), seniority from July 30th, and to be sec'd.; Temp. 2nd Lieut. B. B. Mucklestone, North'd. Fus., sen. from Aug. 15th, and to be transfd. to R.F.C. Gen. List; Temp. 2nd Lieut. (on prob.) J. J. Ironmonger, Gen. List, seniority from Sept. 3rd, and to be confirmed in his rank; Oct. 27th. 2nd Lieut. (on prob.) H. M. Matheson, S.R.; Sept. 28th. 2nd Lieut. B. Morgan, Sco. Rif., and to be sec'd.; Oct. 26th, seniority from July 23rd. Temp. Capt. F. A. Durrad, A.S.C., seniority from Sept. 2nd, and to be transfd. to R.F.C. Gen. List; 2nd Lieut. F. J. B. Hammersley, Midd. R. (T.F.), seniority from Sept. 9th, and to be sec'd.; Oct. 25th, seniority from Sept. 10th. Temp. 2nd Lieut. R. B. Cameron, Gen. List; 2nd Lieut. N. S. Robson, North'd. Fus. (T.F.), and to be sec'd.; 2nd Lieut. L. V. Nicholson, R.F.A., S.R.; Temp. 2nd Lieut. (on prob.) G. S. B. Fuller, Gen. List, and to be confirmed in his rank. The initials of Lieut. R. B. Carter, Can. Inf., are as now described, and not as in the *Gazette* of Sept. 3rd.

Balloon Commanders (graded as Balloon Officers) from Balloon Officers.—Temp. Lieut. H. D. Lewis, Gen. List; March 17th. Lieut. I. Morgan, R.F.A. (T.F.); Nov. 3rd.

Equipment Officers, 1st Class.—From the 2nd Cl., and to be Temp. Capts. while so employed:—Lieut. J. V. Read, S.R.; Temp. Lieut. C. K. Shepherd, Gen. List; Nov. 1st. Temp. Lieut. T. G. Gordon, Gen. List; Nov. 10th. 3rd Cl.—Temp. 2nd Lieuts. (on prob.), Gen. List, and to be confirmed in their rank:—L. J. Grant; Sept. 6th. P. K. Armstrong; Oct. 5th. R. Hagon; Oct. 8th. 2nd Lieut. W. F. Simpson, S.R., from a Flying Officer; Oct. 10th. Temp. 2nd Lieuts. (on prob.), Gen. List, and to be confirmed in their rank:—T. W. King; Oct. 15th. E. V. T. Knight; Oct. 17th. A. Heywood; Oct. 23rd. H. C. Duckworth; Oct. 25th. Temp. Capt. J. Barnes, attd. Notts. and Derby R., and to be transfd. to R.F.C. Gen. List; Lieut. J. H. Ward, R.F.A. (T.F.), and to be sec'd.; Oct. 26th. Temp. 2nd Lieuts. (on prob.), Gen. List, and to be confirmed in their rank:—B. S. Charles, A. J. Martin, R. P. Donaldson, F. L. Goodacre; Oct. 27th.

General List.—To be Temp. 2nd Lieuts.: L. Cpl. (Acting Sgt.) H. Braine, from Yeo. (T.F.); June 23rd. Cdt. W. R. Bailey, from R.F.C.; Sept. 30th.

London Gazette Supplement, November 19th.

The following appointments are made:—

Flight Commanders.—Temp. Lieut. R. A. Birkbeck, Gen. List, from a Flying Officer, and to be Temp. Capt. whilst so employed; Nov. 3rd. Lieut. (Temp. Major) E. O. Giffell, M.C., F.A., to revert from a Sqdn. Comdr. to relinquish his temp. rank and to be Temp. Capt. whilst so employed; Oct. 29th, seniority as a Flight Comdr. from Sept. 5th, 1915.

Flying Officers.—Temp. 2nd Lieut. W. B. Lietherington, Bord. R.; July 23rd. Temp. 2nd Lieut. (on prob.) G. W. Hemsworth, Gen. List, and to be confirmed in his rank; Temp. 2nd Lieut. E. H. Richardson, R. War. R., and to be transfd. to R.F.C. Gen. List; Oct. 13th. 2nd Lieut. (Temp. Lieut.) E. D. G. Galley, A.S.C., from a Flying Officer (Ob.); Oct. 15th, seniority from Sept. 18th, 1916. Temp. 2nd Lieuts. (on prob.), Gen. List, and to be confirmed in their rank:—O. Darlington; Oct. 16th. E. C. Hull, R. W. Maclean; Oct. 18th. Lieut. J. R. Rodger, Canadian Exped. Force; Oct. 19th. Temp. 2nd Lieuts. (on prob.), Gen. List, and to be confirmed in their rank:—C. J. FitzGibbon, D. M. Sage, 2nd Lieut. (on prob.) H. H. Blackwell, S.R.; Oct. 20th. Temp. 2nd Lieuts. (on prob.), Gen. List, and to be confirmed in their rank:—J. E. Adam, F. A. Jeppe, E. G. L. Ward, G. Martyn; Oct. 21st. Temp. Lieut. W. A. Bown, North'd. Fus., and to be transfd. to R.F.C. Gen. List; Oct. 22nd. Temp. 2nd Lieuts. (on prob.), Gen. List, and to be confirmed in their rank:—J. G. H. de Roeper, R. L. Golds, A. E. Steel, W. N. Hemming, L. G. Smith; 2nd Lieut. J. C. Burney-Cumming, Gord. Highrs., and to be sec'd.; Temp. 2nd Lieut. (on prob.) G. A. Lamburn, Gen. List, and to be confirmed in his rank; Lieut. G. C. Bourne, Lond. R. (T.F.), and to be sec'd.; Temp. 2nd Lieut. A. W. Stevenson, Gen. List, from a Flying Officer (Ob.), seniority from Nov. 25th, 1916; Oct. 23rd. Temp. 2nd Lieuts. (on prob.), Gen. List, and to be confirmed in their rank:—J. A. Pearson, W. H. Boston, H. J. C. Gray, F. E. Short, L. E. Dunnett; Oct. 24th. 2nd Lieut. (Temp. Lieut.) F. A. Prescott, Bord. R., S.R., from a Flying Officer (Ob.), seniority from Aug. 26th, 1916; 2nd Lieut. E. R. Maddox, Hamps. R., and to be sec'd. Temp. 2nd Lieuts. (on prob.), Gen. List, and to be confirmed in their rank:—R. G. Cummings, T. A. Johnson, A. D. Stubbs; Oct. 25th. J. G. H. Jackson; Temp. 2nd Lieut. (Temp. Lieut.) J. R. Hopkins, Gen. List, from a Flying Officer; (Ob.), seniority from Sept. 4th, 1916; Temp. 2nd Lieut. C. T. Mansell, attd. R.W. Surr. R., and to be transfd. to R.F.C. Gen. List; Oct. 26th. Temp. 2nd Lieuts. (on prob.), Gen. List, and to be confirmed in their rank:—C. H. Cahill, J. P. Waters, P. W. Rylands, S. E. Harris, C. B. Stringer, H. de C. McDiarmid, P. W. J. Timson, Lieut. D. G. Campbell, Res. Depot, Canadian Mil. Force; Oct. 27th. Temp. 2nd Lieuts. (on prob.), Gen. List, and to be confirmed in their rank:—G. M. Yull, F. Hyatt, H. I. T. Beardsworth, 2nd Lieut. (Temp. Lieut.) D. Mackenzie, Lond. R. (T.F.), from a Flying Officer (Ob.), seniority from Feb. 17th; Oct. 28th. Temp. 2nd Lieuts. (on prob.), Gen. List, and to be confirmed in their rank:—G. C. Logan, L. T. Hockley, E. Osborne, G. S. Hodson; Oct. 27th.

Flying Officers (Observers).—(Oct. 27th) Temp. Capt. R. C. Scudamore, M.C., R. Fus., seniority from Aug. 22nd, and to be transfd. to R.F.C. Gen. List; Lieut. R. C. Pittman, Canadian Exped. Force, seniority from Aug. 24th; Oct. 27th, seniority from Sept. 2nd. 2nd Lieut. H. Wardill, A.S.C. (T.F.), and to be sec'd.; 2nd Lieut. H. S. Scott, W. York R. (T.F.), and to be sec'd.; 2nd Lieut. F. Lyall, R. Fus., and to be sec'd. Temp. 2nd Lieut. D. S. Broadhurst, North'd. Fus., and to be transfd. to R.F.C. Gen. List; Oct. 28th, seniority from Sept. 4th. 2nd Lieut. H. W. Steele, Lond. R. (T.F.), and to be sec'd.; Oct. 27th, seniority Sept. 10th. Temp. 2nd Lieut. C. R. H. Ffolliott, Linc. R., and to be transfd. to R.F.C. Gen. List; Oct. 28th, seniority from Sept. 24th.

Aeronautical Inspection Department.

London Gazette Supplement, November 8th.

M. R. Witham to be Temp. Hon. Lieut. whilst employed as Asst. Insp., Aeronautical Inspn. Dept.; Aug. 1st.

LEGAL INTELLIGENCE.

The Admiralty Contracts Case.

At the Central Criminal Court on November 19th, before Mr. Justice McCardie, Mr. William Augustus Casson, on bail, pleaded "Guilty" to 12 counts of an indictment charging him with giving a gift to Wing-Commander John Cyril Porte, an agent of the Crown, as an inducement for showing favour to the Curtiss Aeroplane Company in relation to the business of the Crown. Mr. Casson pleaded "Not Guilty" to counts charging him with conspiracy to defeat the law, and with aiding Wing-Commander Porte to accept gifts.

The Attorney-General, at the opening of the proceedings, announced that in the case of Commander Porte he wished to enter a *nolle prosequi*. He suggested that the case of Mr. Casson should be dealt with first.

On Mr. Justice McCardie assenting, the indictment was read over to Mr. Casson by the Clerk of the Court, and his pleas entered.

The Attorney-General said that Wing-Commander Porte was for a time in the submarine branch of the Royal Navy, but was invalided out of the service in 1911. He became interested in aeronautics and went to America in connection with a scheme for crossing the Atlantic in a seaplane. Porte's services before he resumed his commission in the Navy were given to the Curtiss Aeroplane Company and were rewarded by an agreement under which he was to receive from 20 to 25 per cent. on the sale of all flying boats for which he obtained orders. Casson was aware of this agreement, and when Porte resumed his commission he arranged with Porte as to the receiving of Porte's commissions on boats sold to the Admiralty. The arrangement was that all the profits made were to be received by Casson, who would retain one-quarter for himself and pay over the remainder to Porte. In these circumstances matters proceeded and very large orders were given by the Admiralty to the Curtiss Company.

Explaining the reasons for withdrawing the case against Commander Porte, the Attorney-General said that at the outbreak of war Commander Porte was in America occupying a commercial position in the aeronautic world which was a very advantageous one. Immediately on the outbreak of the war he abandoned that position, came to England, and placed his services unreservedly at the disposal of his country. At that time and now he was suffering from a most grave hæmorrhage of the lung. At the present Commander Porte was doing invaluable work at the Admiralty in regard to the national defence, and the Admiralty were most anxious to retain his services. The progress of the malady from which he suffered was such that it was not possible to suppose that in any event the period for which his services would be at the disposal of his country would be a very protracted one. All the money paid to Porte, with the exception of £10,000, which had been disposed of, remained in his possession and the balance would be handed over by his representatives to the authorities. When Casson's house was searched by the police they found securities for the commissions paid him to the value of £16,000, and these were now in the possession of the authorities.

Mr. Hume-Williams, K.C., representing Commander Porte, said that it would be universally felt that the course taken by the Crown would remove any possible stigma from the name and reputation of a very useful and distinguished public servant. Commander Porte was a very distinguished inventor. Before the war broke out he had entered into a contract with the Curtiss Company in New York that a certain sum should be paid to him as royalties on the future sale of boats of which he was the inventor. If the war had not broken out that would have produced very considerable and gratifying results. On the outbreak of war Commander Porte forsook all his commercial advantages and gave up his distinguished position in New York. So anxious was he to offer his services to his own land that he left New York with nothing but his clothes, and came to England. He was then in a condition of health which would have justified any man in excusing himself from taking part in the defence of his country. Since that time he had occupied a very responsible position. From the moment he entered the Admiralty he had no more concern with the commercial interests which he left behind him. Then came the inquiry, and it was pointed out to him that the amounts that were automatically passing into the hands of Casson under the pre-war contract technically represented sums to which he was not entitled. He at once consented that any amount which was still in his hands should be repaid to the authorities, to deal with as they thought fit. Mr. Hume Williams thought it was a matter for congratulation, not only to

Commander Porte, but to the whole country, that the attitude which the Crown had taken up would enable him to return to render once more to the country services which the Admiralty themselves recognised to be invaluable.

Mr. Patrick Hastings, who appeared for Mr. Casson, said that to a very large extent the facts of the case would seem to show that the main object of Mr. Casson was to protect what he believed to be the proper interests of his friend, Commander Porte. If the case stood there, no one would have advised Mr. Casson to plead guilty to the counts, but unfortunately he allowed affairs to develop so that he obtained for himself a proportion, though only a small proportion, of the money which passed. Mr. Casson was a man who for 40 years or more had had a career of the utmost distinction and honour in the public service. The only reason he left the public service was ill-health. He was now, unfortunately, paralysed in one of his hands. For 20 years he had been a member of the Bar.

Mr. Justice McCardie, addressing Mr. Casson, said the crime of pecuniary corruption was a gravely insidious one. It polluted the individual and sapped the righteousness of the State. He grieved most deeply that his office of Judge called upon him to deal with a case in which a brother barrister was arraigned before him. Happily the case was not in any way associated with any professional duty. He fined Mr. Casson £500 on each of the 12 counts, making £6,000 in all and directed him to pay the costs of the prosecution.

The Attorney-General said the Crown was satisfied that Mr. Casson had no resources to enable him to discharge the large amount of the fine, but Mr. Casson was willing that the £6,000 should be paid out of the moneys which the police held, and he was also desirous that the balance of those moneys should be restored to the authorities.

Mr. Hastings said that that would be done.

Mr. Justice McCardie said the whole of the money would be given back to the Crown.

Sunbeam Motor Car Co., Ltd.

In the notice to the shareholders of the company, calling the 13th ordinary general meeting at the Victoria Hotel, Lichfield Street, Wolverhampton, on November 27th, the directors state that the amounts payable to the Government for excess profits duty and munitions levy in respect of the profits earned up to August 31st, 1916, have not yet been ascertained, and the directors are therefore still unable to submit to the shareholders complete accounts for the financial year ending at that date. For a similar reason the accounts for the financial year just ended cannot be presented. The directors, however, are satisfied that the profits which will ultimately be available justify them in recommending the following appropriations:—To confirm dividend on preference shares paid April 14th, 1917, £900; to confirm interim dividend paid on ordinary shares April 14th, 1917 (free of tax), £12,000; to pay the balance of dividend on preference shares, £900; to pay a dividend of 10 per cent. (free of tax) upon the ordinary shares, making with the dividend already paid 15 per cent. for the year, £24,000; to pay a bonus of 1s. per share upon the ordinary shares (free of tax), £12,000, absorbing £49,800.

A resolution will be proposed to adjourn the meeting until such time as the accounts for the past year are ready for presentation.

If you require anything pertaining to aviation, study "FLIGHT'S" Buyers' Guide and Trade Directory, which appears in our advertisement pages each week (see pages xlv, xlv and xlv).

FLIGHT

and The Aircraft Engineer.

36, GREAT QUEEN STREET, KINGSWAY, W.C. 2.
Telegraphic address: Truditur, Westcent, London.
Telephone: Gerrard 1828.

SUBSCRIPTION RATES.

"FLIGHT" will be forwarded, post free, at the following rates:—

UNITED KINGDOM.			ABROAD.		
	s.	d.		s.	d.
3 Months, Post Free..	3	10	3 Months, Post Free..	5	0
6 " " " " " "	7	7	6 " " " " " "	10	0
12 " " " " " "	15	2	12 " " " " " "	20	0

Cheques and Post Office Orders should be made payable to the Proprietors of "FLIGHT," 36, Great Queen Street, Kingsway, W.C. 2, and crossed London County and Westminster Bank, otherwise no responsibility will be accepted.